# THE LITERARY DIGEST

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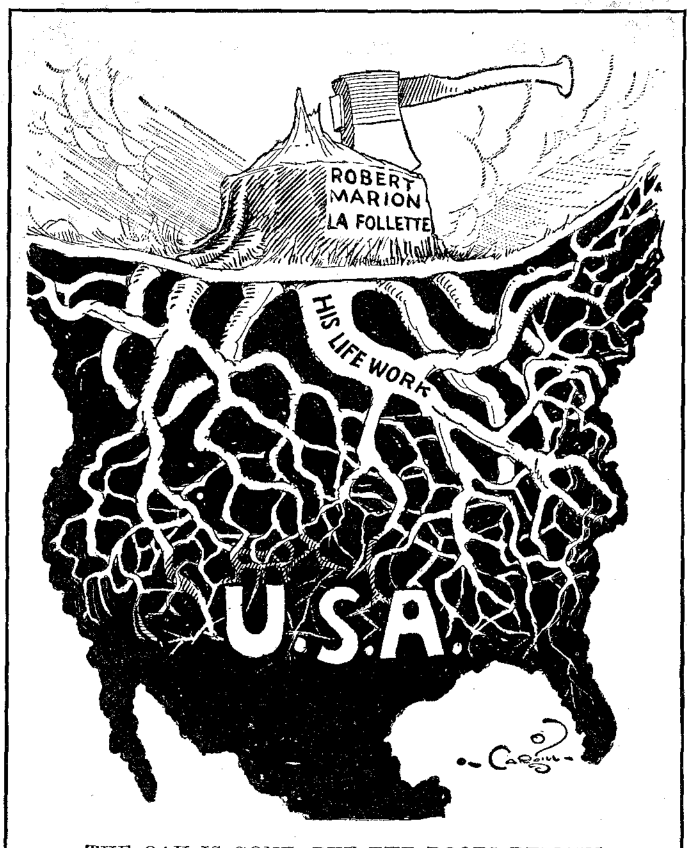
# TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

## AFTER LA FOLLETTE—WHAT?

FIFTY-TWO YEARS AGO a boy of eighteen stood in the old assembly chamber of the State Capitol at Madison, Wisconsin, and heard these words spoken by the Chief Justice of the State Supreme Court to a graduating class of the law school of the University of Wisconsin: "There is looming up a new and dark power. The enterprises of the country are aggregating vast corporate combinations of unexampled capital, boldly marching, not for economic conquests only, but for political power. The question will arise, and arise in your day, which shall rule, wealth or man; which shall lead, money or intellect; who shall fill public stations, educated and patriotic free men, or the feudal serfs of corporate capital?" The boy was Robert Marion La Follette, who tells in his autobiography how Judge Ryan's prophecy fired his imagination and played its part in directing his destiny. A few years later, when he wanted to be District Attorney for Dane County, Wisconsin, he was told by the local boss that other arrangements had been made. La Follette replied that he understood that the people nominated the District Attorney, and when the boss dismissed him with a sneer he went out among the people, won the nomination, and defeated the bosses. The remainder of his official history shows him a Representative in Congress for three terms, Governor of Wisconsin for three terms, elected to the United States Senate in 1905, 1910, 1916, and 1922, and polling more than four and a half million votes in 1924 as an Independent-Progressive candidate for the Presidency. Throughout his career he seems never to have forgotten Judge Ryan's words.



THE OAK IS GONE, BUT THE ROOTS REMAIN

—Cargill for the Central Press Association.

Senator La Follette died in Washington on June 18 with the assurance on his lips that he was "at peace with all the world." But in the meantime, by a life dedicated to unceasing warfare against special privilege, against "invisible government," against the encroachments of the powerful few upon the rights of the many, he had well earned the title of "Battling Bob." "His life was one unending fight for his convictions, and defeat after defeat merely spurred him on to greater efforts," notes the Springfield *Union*. "He fought a bitter, lifelong battle with those who regard government as the peculiar instrument of privilege," avers Mr. Hearst's New York *American*. "He was a Galahad in bright Wisconsin armor. He was at his best in battle," says the New York *World*. "He died, on the great battle-field of peace, for human rights," declares Gov. John J. Blaine of Wisconsin. "He was the implacable foe of intrenched dishonesty," testifies Senator Hiram W. Johnson. "He was, in the first place, the foe of the political machine," remarks the Baltimore *Sun*. "The guiding spirit of his life was a hatred, utter and absolute, of corruption in its every form," declares the Newark *News*, which describes him as "a crusader who never dipt his colors."

But the very qualities which made his followers exalt him as a hard-hitting fighter against special privilege and political corruption moved his opponents to denounce him as a demagog, a radical, a revolutionist, a dangerous and anti-American influence. But friend and foe alike agree as to his courage and his honesty. "He was not a constructive force and he used the arts of the demagog in appealing to class prejudices," remarks the New York *Commercial*; but it adds: "Personally, Senator La Follette had no vicious habits, and no scandal ever attached to him." "There will be those who will say that he was wrong," remarks the *Christian Science Monitor*, "but none will ever question his personal or political integrity."

What effect will Senator La Follette's death have on American politics? "It may be destined to have a greater effect upon political events of the next few years than has that of any other American within a decade," says an Associated Press dispatch from Washington. "The so-called Progressives lose their leader, ultra-conservatism loses its bitterest enemy, and radicalism will scarcely know where to turn to find another figure that will give the apostles of unrest any sort of political dignity in this country," remarks the Birmingham *News*. Three questions in particular are raised in the minds of political observers by the sudden death

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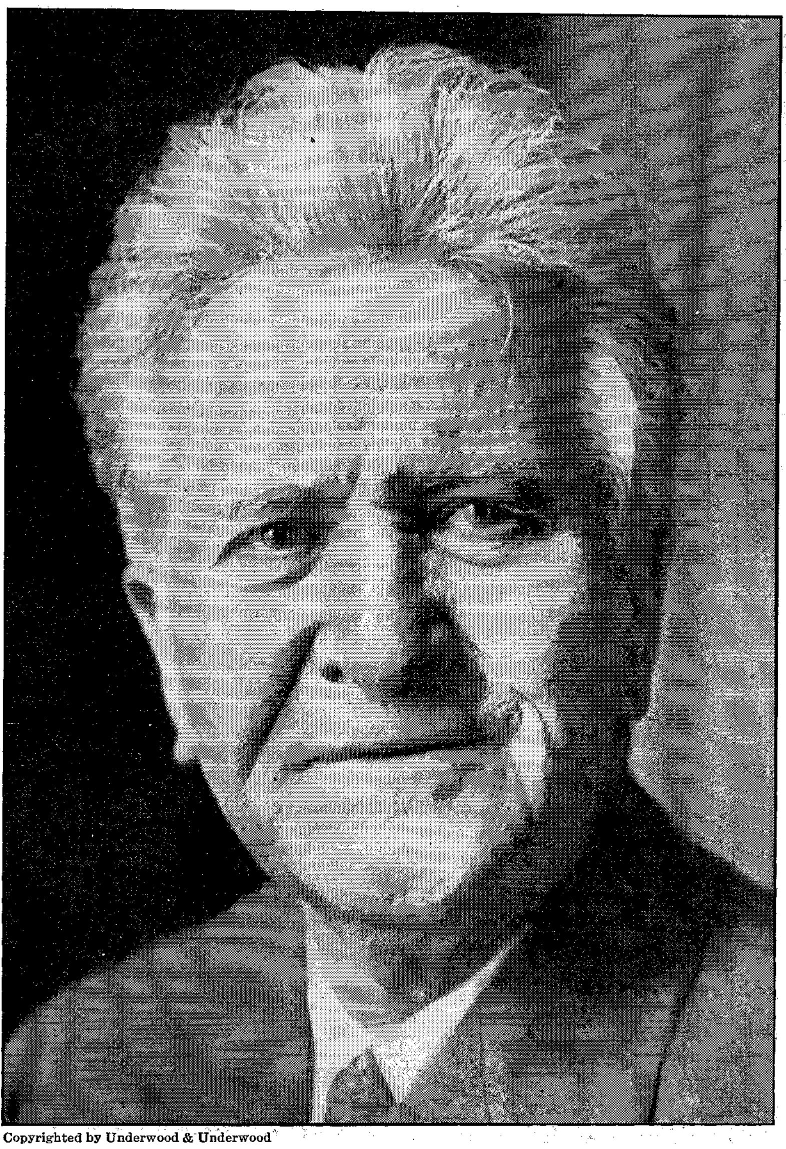
of the Wisconsin Senator. These are: What will be the effect on the new radical-progressive movement in the nation, which chose La Follette as its official leader in the 1924 elections? What will be the effect on the fortunes of the Republican party and the Coolidge policies? And what will be the effect in Wisconsin, which has traveled so far under the La Follette leadership?



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"IMPLACABLE FOE OF INTRENCHED DISHONESTY"

Senator Robert Marion La Follette, who died June 18.

Mr. La Follette's associates, dispatches tell us, declare that the Independent-Progressive party will carry on his work. According to Edward D. Bieretz, chairman of the Maryland State Committee of that party, the loss of their leader "will intensify rather than diminish the efforts of real Progressives." "I am firmly convinced," says Mr. Bieretz, "that Senator La Follette was the founder of the real American political party of the future. The objectives of Senator La Follette will be striven for by the Progressive element all over the country." "The death of Robert Marion La Follette will alter the character of the Progressive movement in the Northwest, but will not destroy it," thinks the *Wisconsin State Journal*, of Madison, because "the movement is economic, and will go on as long as the conditions which underlie it prevail." But this Wisconsin daily predicts that the movement will become less uncompromising, and will "resume its development within the Republican party. The *New Republic* (New York) assures us that "it shows a grave misunderstanding of the spirit of progressivism to suppose that its welfare is dependent on the personality of any individual." To quote this weekly further:

> "The movement is founded on definite principles, and on a recognition under them that injustice is being done to certain classes in the community. While the struggle can be, and has been, enormously assisted by the leadership of men like La Follette and Ladd, in the long run it can only be affected by alterations in the fundamental economic factors from which it derives."

But "the radicals will be hard put to find a leader to take his place," avers the Washington *Post;* and in Mark Sullivan's Washington correspondence to the New York *Herald Tribune* we find the situation analyzed as follows:

> "The La Follette movement as a third party, and otherwise in the form it has had for several years past, will disappear. The extreme radical part of it will go off by itself and will resume the form it had until just a year ago. Up to last July there was a formal Socialist party organization. Last July it abdicated its identity and merged with La Follette's third party. Now it will resume its identity as a political home for extreme radicals, and again we shall have a formal Socialist party under the leadership of some one of the type of Eugene Debs, and able to cast normally from 1,000,000 to 2,000,000 votes, from 3 to 6 per cent. of the total electorate.
>
> "Of the rest that composed La Follette's strength last year, some will go to the Democrats, the number depending on whether the Democrats in the near future take the progressive turn under some one like McAdoo, or whether they set up a more nearly conservative leadership. A maximum of a million of La Follette's followers, composed chiefly of organized labor in the cities, would go to the Democrats if the Democrats should have McAdoo, or some one like him, as their leader.
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> "But the large bulk of La Follette's followers will go back to the Republican party. They will go back without changing their convictions or temperaments."

While Senator La Follette was being laid to rest in Madison his close colleague and follower, Senator Edwin Fremont Ladd of North Dakota, died in a Baltimore hospital. As the Albany *Knickerbocker Press* remarks, "Senator Ladd was one of the strongest members of the insurgent bloc in the Senate, and his death means a heavy loss to the insurgent faction." Early in the last Presidential campaign Senator Ladd lined up behind Senator La Follette and became a member of the La Follette national committee. For this "betrayal" of the Republican party he and his colleagues, Senators Frazier, Brookhart, and La Follette, were read out of the party and dropt from the various committees of which they were members. Senator Ladd, who was a teacher, a scientist and an economist before he entered politics, was known as "the Nestor of North Dakota's later day Populists." These two deaths are interpreted by many regular Republicans as foreshadowing the breaking up of the insurgent bloc in the Senate. Clinton W. Gilbert, in a Washington dispatch to the New York *Evening Post*, tells of predictions in the capital that Senators Brookhart and Frazier will be invited to return to the Republican fold, and that the successors of La Follette and Ladd, if named as Republicans, will be accepted as regulars. Mr. Gilbert goes on to say:

> "The luck regarding vacancies in 1927 is all against the Republicans. Maryland, Kentucky, Arizona, Oklahoma and Nevada all have Republican Senators whose terms expire on

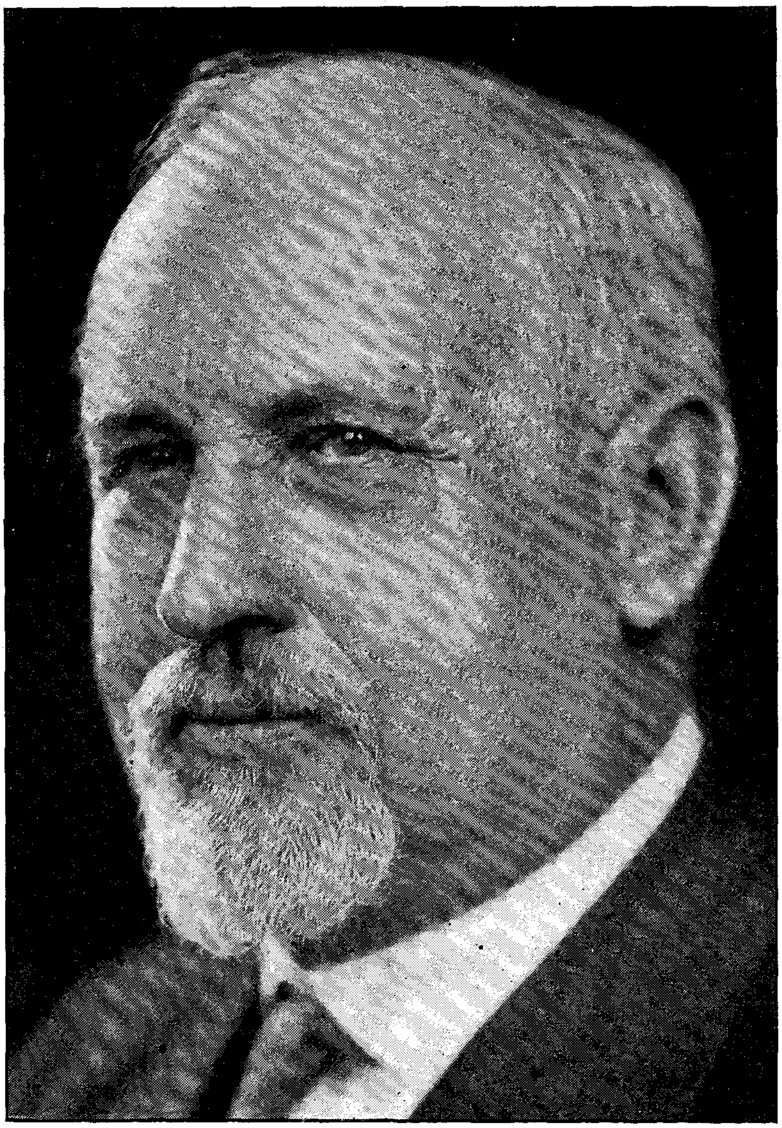
March 4, 1927. All of these five States normally are Democratic and elected Republican Senators only through the great swing to Harding in 1920.

"All may go Democratic in 1926. In addition, New York may elect Governor Smith to the Senate if he should choose to run. The Democrats have a very strong candidate for the Senate in former Senator David Walsh, who may carry Massachusetts against Senator Butler. Until recently, the Republicans privately have conceded that the Senate which will take office on March 4, 1927, would be Democratic.

"Recent events have given these doubters hopes that they will be able to hold a majority in the Senate, altho the margin will be made up of Senators on whose votes they can count only for purpose of organization.

"There now are fifty-three Republican Senators, two men read out of the party and two vacancies in States which will return progressive or regular Republicans, a total of fifty-seven. If the Republicans should lose the five normally Democratic States above mentioned and New York and Massachusetts, they still would have fifty Senators, enough to organize, provided Brookhart and Frazier and the successors of La Follette and Ladd are received in the caucus.

"If, however, they should lose five seats and Brookhart and Frazier should not vote with the Republicans and the successors of La Follette and Ladd should be kept out of the Republican caucus, they would not be able to organize."



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"THE NESTOR OF NORTH DAKOTA'S LATER DAY POPULISTS"

Senator Edwin Fremont Ladd, who died June 22.

One of the most striking things in Senator La Follette's career was the unshaken grip he retained on the loyalty and confidence of his native State. "His true greatness chiefly is written into the history of his attempts to establish new standards and systems of popular government in Wisconsin," says the Beloit (Wis.) *News*, which tells us that "the years of his governorship marked an evolution in methods and outlook significant enough to be considered almost a revolution." Under his leadership, avers the Cleveland *Press*, "Wisconsin has probably been America's freest commonwealth." And in *The Evening Telegram*, of Superior, Wisconsin, we read:

"The movement that was inaugurated by La Follette in Wisconsin was greater than any one issue. It was greater than any one individual; it was simply another of the means through which the human race makes progress toward an intelligent self-government. If La Follette had not started this phase in Wisconsin some one some day would have started it somewhere in this country.

"There will be new leaders. There will be new issues. Wisconsin will continue to share in this leadership. This influence will be a power in politics but it will not be socialistic. It will not be ultra-radical. It will be just progressive."

Meanwhile the La Follette family, we are told, "will continue up to its neck in politics, despite the passing of its famous leader." Says Owen L. Scott in a Consolidated Press Association dispatch from Madison, Wisconsin:

"Phil La Follette and Robert M. La Follette, Jr., are names with which the country will become more and more familiar as the years roll by, in the opinion of politicians here. These two young scions of the La Follette family have for years been aiming to follow the political path their father set out for them—and so far with success.

"Death of the father and adviser who helped chart their early course has only thrown new responsibilities in State politics on the sons.

"The last presidential campaign gave them a taste of politics on a national scale. Then Phil stumped a good part of the country, carrying the burden of speaking, while his father was under the restraint of physical handicaps. Robert managed the Progressives' campaign."

The La Follette party, we are reminded by the New York *Herald Tribune*, "dissolved soon after the 1924 election." It was a "one-man" party, we are told. Will the insurgent group in Congress survive the loss of their leader? In the opinion of the Philadelphia *Public Ledger*, he left no political heirs:

"Senator Brookhart does not qualify. Much of the support he had has been withdrawn. He is busy now saving his Senate seat, and is in no position to affront the Republican State Committee of Iowa or the Senate majority.

"Senator Shipstead? The duck-hunting dentist from Minnesota has abilities, but so far has not assayed an ounce of leadership to the ton.

"Senator Frazier, of North Dakota? Hardly. He is virtually unknown outside of the Nonpartizan League Northwest. Thus far he has been a nonentity in the Senate.

"Senator Norris, of Nebraska? The Senator is stubbornly able, and he is not old, but he is tired. A sense of the futility of his long fight all but overwhelmed him last year. He debated for weeks whether or not he would return to the Senate. The baton of the dead field-marshal will hardly pass to unwilling hands.

"Senator Hiram Johnson? It is unlikely. Having hunted with the hounds and run with the hares, his one-time prestige has gone. He had his chances and failed miserably in 1924.

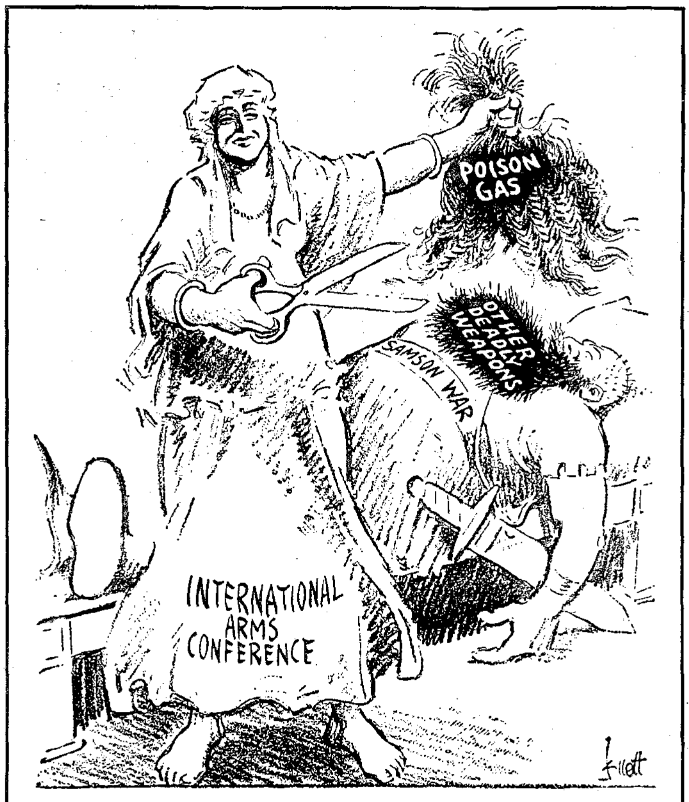
"Senator Borah, of Idaho? Doubtless there have been such dreams. He has known them before. Yet he will think a long time, as he thought in 1912. He lacks the driving force that sent La Follette finally into ostracism and political exile.

"What a battered and scattered insurgency needs is a Moses to bring it out of the wilderness, or a Mohammed to lead it against the 'infidel.' Neither a Mohammed nor a Moses is in sight."

## ARMS, GAS, AND GERMS AT GENEVA

IT WOULD BE HARD, thinks the Indianapolis *News*, to exaggerate the importance of the results of the Geneva Arms Traffic Conference, which ended June 17, after a session of more than six weeks. Its two chief aims were to halt the export of arms to "backward regions," such as French and Spanish Morocco, for example, and to provide publicity for the chief phases of the traffic in arms elsewhere. Poison-gas and disease-germ warfare were outlawed. Held under the auspices of the League of Nations, and participated in by a delegation from the United States, altho this country is not a member of the League, "the conference accomplished all that was expected of it, and a good deal more," according to the Cleveland *Plain Dealer*. Moreover, believes the Indianapolis *News*, "the influence of the conference on the future will turn out to be even more important than its immediate results." Continues the Indiana paper:

"Eighteen nations, including the United States, by signing the arms traffic agreement, made clear their desire for international cooperation in the interest of peace. Twenty-seven nations signed the protocol forbidding the use of bacteria and poison gas in war. This latter agreement was signed by all the great Powers except France, which will, it was officially announced, sign later. Germany subscribed to the anti-gas, anti-bacteria protocol. Many more States will, it is said, sign after their delegates have consulted the home governments."



NOW GET HIS WHISKERS!

—Knott in the Dallas *News*.

Fourteen signatures are necessary to make the instrument effective. As the Paris correspondent of the New York *Times* explains:

"The convention, if ratified, will mark a step toward peace in the Near East and colonial Africa, as it prevents arms legally going into the hands of backward peoples. Condemning chemical and bacteriological warfare, it gives the nations another opportunity to subscribe to Article V of the Washington Treaty.

"Publicity for the arms trade depends entirely on the honesty and good faith of the subscribing countries, because each contracting party is bound to publish within two months of the end of each quarter statistics on foreign trade in arms, munitions and war implements."

"In the step taken at Geneva," points out the Newark *News*, "the Powers represented there have found a way to get around difficulties that have hindered them heretofore. Next time it will be easier." Furthermore, observes the New York *World:*

"In the treatment of publicity the conference insisted upon including all possible categories of arms in the agreement. The nations are required to report statistics of shipments of warships, air-planes, airships and armored cars, as well as of firearms and munitions."

Of the protocol prohibiting the use of poison gas or bacteria in warfare, the Washington *Post* says:

"Once voted, it is proposed that the protocol shall be open to the signature of all nations. Such signature is, of course, the crux of the whole question. Just as a chain is only strong in the ratio of its weakest link, such an agreement, to have any value, must receive universal adhesion. If any one nation abstained, the others would be forced to take precautions against it. This would practically vitiate the whole agreement."

"But suppose for the sake of the argument," remarks the Richmond *Times-Dispatch*, "it is admitted that the use of gas should be prohibited in modern warfare, must it not also be admitted that all the contracts, agreements, protocols, promises and international laws that might be adopted would not suffice to prevent the use of gas in another world war?" Other objections are made by chemical interests, which maintain that international regulations upon the sale and distribution of poison gases, and the chemicals from which these gases are produced, would have a serious effect upon the commercial chemical industry. A final objection to the outlawing of poison gas in warfare, as effected by the Geneva conference, is registered by the Chicago *Tribune:*

"The truth is that contrasted with other weapons of modern warfare, gas is eminently humane. We do not wish to suggest that the man who was gassed enjoyed the process. Far from it. Gas is horrible enough in all conscience, but it is far less horrible both in its immediate and ultimate consequences than the bayonet, shrapnel or the high-explosive shell.

"These facts are available to any man who wishes to examine the medical records of the war. Unfortunately, few men want to take that trouble. They would rather rely wholly on their impressions, and these impressions were gained from highly prejudiced sources intent upon breeding hate by creating the belief that of all weapons known to warfare, gas is the most frightful. It is inevitable that gas will be used in the next war, not because it is a relatively humane weapon but because it is a highly effective one. All the treaties in the world will not prevent a nation at war from doing its utmost to attain victory, as was abundantly shown in the last war. You can not abolish war by abolishing gas warfare any more than you can abolish sleep by abolishing pillows."

Of the conference's action in regulating the international traffic in arms, the New York *Times* maintains that "the right to sell arms to Governments has not been impaired, except to the extent that provisions for publicity on the export of arms may supply a moral check." "It is therefore erroneous to refer to this agreement as a long step toward disarmament," asserts the Pittsburgh *Chronicle Telegraph*. As the Syracuse *Post-Standard* reminds us:

"The great nations in the conference were willing to go a great deal further, altho not all of them agreed upon the direction they should go. The smaller nations were suspicious from the start, and there is doubt that all of them will confirm ratifications made at Geneva. The nations which do not manufacture arms regarded proposals that they shall not import arms as designed rather to keep them under the thumbs of the greater which do manufacture than as a common contribution to the peace of the world.

"So, while the conference has not been fruitless, its product has been so little and feeble that the best we can say is that it embodied a sound principle in pacifism and took a short step in the right direction."

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# A GOOD START FOR THE DAWES PLAN, BUT—

IN SPITE OF EXPERT TESTIMONY that the Dawes plan has worked out successfully during the eight months it has been in operation, European opinion is still far from atisfied about the final results. Mr. S. Parker Gilbert, the American who is Agent-General for reparations payments, announces after six months of his own incumbency and eight of Dawes plan operation that "its early operation has fulfilled expectation," specifically in having brought about a balanced budget and a stabilized currency for Germany. But at the same time the financial authorities who were meeting in Brussels gravely discuss the possible hitches in its future workings so emphatically that the New York *Journal of Commerce* heads a Brussels dispatch: "DAWES PLAN TO FAIL WITHIN 3 YEARS IS EXPERTS' REPORT." In general, our own papers seem to be more imprest by Mr. Gilbert's approval of the present plan by the British and Belgian financiers' fears for the future. The two definite accomplishments reported by Mr. Gilbert would alone, in the opinion of the New Haven *Register*, "stamp the plan as almost a miracle when one considers the deplorable condition into which the matter of the revenue and of the currency have fallen." These preliminary results "in rescuing Germany from an almost impossible situation and Europe from a deadlock have already done much to justify the bright predictions of last year," affirms the New York *World*. As Mr. Gilbert is quoted in a New York *Times* dispatch from Berlin:

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"ITS EARLY OPERATION HAS FULFILLED EXPECTATION"

*So, after six months' operation of the Dawes plan,* reports S. Parker Gilbert, American Agent-General in charge of reparations payments.

"It was necessary, first of all, to restore confidence, and it was the view of the experts that the essential condition for the performance by Germany of her obligations was stabilization both of her budget and currency. The results achieved in these directions do not by themselves mark final readjustment. They are rather the starting-point from which readjustment must proceed.

"The experts' plan proposed in effect an international experiment of good-will. It aimed to remove from the field of controversy a subject which after all was largely economic in character and give a fair trial to methods of patient inquiry and quiet administration. In carrying it out the Allied Governments, the German Government and all the agencies concerned in its execution have worked together loyally, in the spirit of friendly accommodation, which is the basis of the plan. Further progress mainly depends upon the continuance of mutual faith and confidence."

But Mr. Gilbert reminds us that the real difficulties of the plan will come after its first year, and "it would be a mistake to draw too optimistic conclusions for the future from the record made so far." He criticizes the German Government for turning over too much revenue to the States composing Germany, a tendency condemned in the original Dawes report. He also sees a difficulty in the continuing failure of German exports to equal imports, since the eventual payment of reparations must come from an excess of export trade. Mr. Gilbert's conclusions are briefly summed up in general terms by a New York *Evening Post* correspondent in Berlin:

"The Dawes plan is a success in the first stage of its career.

"Signs for its continued success are encouraging.

"But too much optimism regarding the future is not justified."

Certainly there was not "too much optimism" at Brussels during the opening sessions of the Third Congress of the International Chamber of Commerce. It will be remembered that the International Chamber had appointed a committee to report on the economic restoration of Europe, in particular the effects of the payments contemplated under the Dawes plan. Sir Josiah Stamp, the British economist, presented this report, which, according to a New York *Journal of Commerce* dispatch, "indicates the belief of the experts that within three years it will be seen that Germany no longer can execute the provisions of the Dawes plan and that some other method of payments will become necessary." But in the report were suggested four ways in which full payments by Germany might be obtained. As they are stated in the press dispatches:

"First, expansion of German exports in the general world markets, with the subsequent transmission of as much cash as possible directly to the Allied Governments.

"Second, obtaining of the greatest possible amount of deliveries in kind to each creditor country.

"Third, encouragement of German contracts for public works in non-Allied countries, the Allies receiving the bonds of those countries, instead of their going to Germany.

"Fourth, sale of railway, industrial and other German bonds in the international markets, with a parallel investment of foreign wealth in German concerns."

And in what he called a "straight talk" which is likely to prove unpalatable Sir Josiah laid down four things that must be avoided if the Dawes plan is to succeed:

"1.—Creditors must not press Germany for payments quicker than trade policy allows.

"2.—Restrictions based on similarity of manufactures must be abandoned.

"3.—Tariffs designed to equalize costs must be abrogated.

"4.—Creditors must not seek to restrict Germany's policies of labor and work hours."

Americans, comments the Boston *Globe*, "will be startled by this somewhat despairing attitude in high places":

"For we have been comfortable all along in the assurance that the Dawes plan is working. As a matter of fact, it hasn't been really applied yet."

But the New York *Herald Tribune* argues that these apprehensions are "more or less gratuitous and psychological." It points out that "the British loan and some other loans have been funded and we have experienced no evil results." Similarly the New York *Times* cites the smoothness with which the preliminary Dawes plan exchange transactions so far have been effected without the slightest difficulty, and also the fact that last year, apart from the war debts, American investors received from Europe no less than $455,000,000 in interest payments. "This great amount was passed along without, so far as reported, producing a ripple in the foreign exchange market."

## PRICE-FIXING BABY'S HIGH-CHAIR

THE CHAIR WE ARE SITTING IN as we write this, the chair you are sitting in as you read it, and even baby's high chair, may have been manufactured by one of the fifty chair makers who recently pleaded guilty of price-fixing in Chicago, and were fined from $1,000 to $5,000 each—a total of $166,000—by Federal Judge Cliffe. Furthermore, the radio cabinet, bedroom and dining-room sets, phonograph cabinet, refrigerator, and other furniture in your house or apartment may have been made by some of the 263 furniture manufacturers who were indicted by a Chicago grand jury a few weeks ago for price-fixing, together with the secretaries and assistant secretaries of three national furniture associations.

These indictments constitute "the most sweeping action of its kind ever taken," says a Chicago dispatch, and *The Daily News* of that city agrees that "not since the great tobacco, oil, and steel cases, more than a decade ago, have the Federal courts been called upon to deal with such an important case." The voluntary action of the chair manufacturers in pleading guilty, following their indictment several weeks ago, seems all the more interesting and significant in view of the fact that the Supreme Court ruled, a few days after the chair makers and association officials were charged with price-fixing, that trade associations do not violate the anti-trust laws in gathering and disseminating among their members information as to costs and quantity of production, provided that it does not interfere with interstate commerce.

The indictments of these manufacturers charged price-fixing and curtailment of production to maintain high prices and destroy competition, by means of a "gentlemen's agreement," and the fact that three weeks after the indictments were returned some fifty chair manufacturers pleaded guilty indicates to the Indianapolis *News* that "the Government had a case so strong that a successful defense was regarded as unlikely." To the Department of Justice, according to the New York *Journal of Commerce*, the outcome indicates that "the Sherman Anti-Trust Law is still effective to prevent the abuse of those engaged in industry of the facilities afforded by trade associations." Continues the Indianapolis paper:

"In addition to the fifty defendants that already have pleaded, six other chair-manufacturing firms have yet to act. All the concerns either were members of, or allied with, the National Association of Chair Manufacturers. It, of course, has legitimate functions as a clearing-house for trade information, but what has just happened indicates how easily the dividing line between a right and wrong use of data may be overstept.

"Since the illegal acts designated by the Government against the chair manufacturers extend as far back as 1913, and violations were listed in the last three years, the penalties fixt, far from being severe, would seem to be light. Even the firms paying the maximum fine of $5,000 will have been assessed but slightly more than $400 annually for conspiring against the public welfare. If the control of prices was effective at all, it is a fair assumption that increased profits more than offset that sum. The firms, however, are reported to have been fined in accordance with the relative amount of business they did and their financial standing.

"Two other groups of furniture makers, indicted at the same time, are yet to be tried and there can, of course, be no opinion as to whether they also have failed to respect the statutes. The aggregate business of the whole group has amounted to about $15,000,000 annually, another fact that ought to be considered in estimating the degree of punishment that was fixt."

"It is a good thing," believes the Pittsburgh *Gazette Times*, "to submit an occasional anti-trust suit to the courts, for they bring into the open questions of importance not only to the manufacturer and seller, but to the consumer." In the present instance, remarks the Cleveland *Plain Dealer:*

"The Government's activity may be indicative of a new trust policy; of an intention to insist upon a return to the days of rigid enforcement of the laws designed to assure free competition in the production and distribution of goods."

## TEAPOT DOME INNOCENCE DISCOVERED

A SITUATION WITH FEW, IF ANY, parallels in th history of the Federal courts, is brought about, we are told, by Federal Judge T. Blake Kennedy's ruling agains the Government in the Teapot Dome case. The Cheyenne judge finds that Secretary of the Interior Fall was fully authorized to lease the Wyoming naval oil reserves, because of President Harding's order transferring jurisdiction over the reserves to the Department of the Interior; that the executive order was legal; that there was no unnecessary secrecy in negotiating the lease; that Secretary of the Navy Denby kept in close touch with events as they transpired; that the failure of Fall and Denby to consult Congress was not significant; and that Fall's neglect to secure an opinion about the lease from the Attorney-General was "no more than an error of judgment in selecting attorneys." In other words, according to Judge Kennedy, the leases were properly executed; there was no conspiracy to defraud the Government; no connection was established by government counsel Roberts and Pomerene between the loan made by Harry F. Sinclair to former Secretary Fall and the oil contracts, and the Harding order was not obtained by fraud.

"These findings are especially interesting" to the Pittsburgh *Chronicle Telegraph* and other newspapers "in view of the decision in May by the Federal District Court at Los Angeles in the Elk Hills, California, naval reserve case, which declared void the lease made by Secretary Fall to the Doheny interests on the ground that President Harding had no power to transfer authority from the Navy Department to the Department of the Interior, and that fraud had been perpetrated."

Judges McCormick and Kennedy, according to the Washington correspondent of the Newark *News*, are of equal standing in the Federal courts of Wyoming and California, and were appointed at about the same time by President Harding, upon the recommendation of Attorney-General Daugherty. The charges against Doheny and Sinclair interests, we are reminded by the Louisville *Courier-Journal*, "were practically identical." Yet, remarks the Brooklyn *Eagle*, "here we have two judges of equal rank as far apart as any two laymen who have argued over the oil scandals." "One goes about as far in one direction as the other goes in the opposite direction," adds the New York *Journal of Commerce*. In fact,

"The two cases were not only closely similar in their general aspects, but they turned in no small degree upon the legal interpretation of identical enactments.

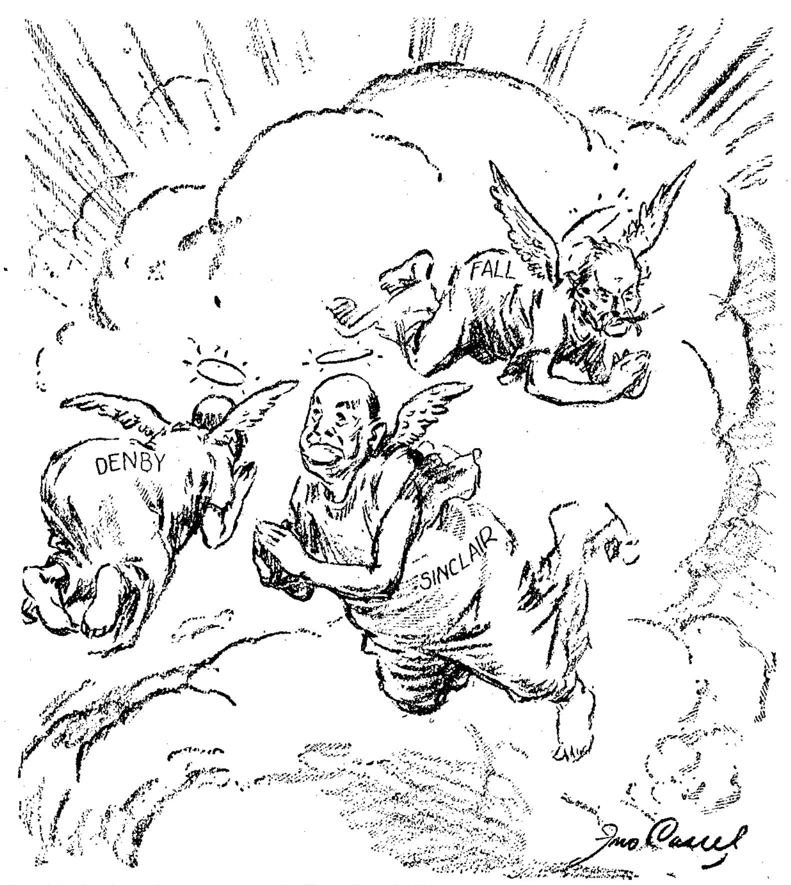
"The questions at issue are important in their way, the more so since criminal prosecution of alleged offenders in these transactions is apparently hanging fire and is in danger of being put permanently to sleep, largely by liberal use of legal technicalities."

The main question involved, in the opinion of the Pittsburgh paper, is "whether President Harding had the power to change from one Department to another a jurisdictional authority specified by act of Congress. And this can be settled only by the Supreme Court." In fact, Judge Kennedy remarked, in his decision, that "this court feels that it must be left to some higher court to find from the evidence what seem to be fatal missing links." In a memorandum of his ruling, Judge Kennedy said:

"Altho a conspiracy is one of the bases for annulment of the lease, one alone of the many government officials having taken an active part in its consummation is charged with corrupt and ulterior motives. We take it from the evidence and the exprest views of the plaintiff's counsel that altho Denby, Roosevelt, Robison, Finney, Bain, Ambrose and Eddy had more or less of an intimate knowledge of the entire transaction, and some of them at least an active and persuasive influence in bringing it about, they must be considered as absolved from any incriminating fault as to fraudulent motive.

"As to the charge that others (than Sinclair) were denied an opportunity to bid, and discouraged from bidding for the lease, the evidence, fairly analyzed, tends to disclose that negotiations were conducted with others of a certain class looking to the matter of a lease. As, for example, negotiations were actively pursued with the Texas Company, one of the largest companies engaged in oil production. The testimony is that inquiries were also made of some of the other larger companies, without bringing any results.

"It is fairly inferable that many of the other organizations and individuals making inquiry in regard to a lease were in the class which Fall designated as 'irresponsible'; that is, in so far as being financially able to handle a project of the magnitude here contemplated. Furthermore, if it be admitted, as the Court understands it to be in this case, that the lease itself might have been lawfully granted by the Secretary of the Navy without competitive bidding—and it is nowhere required in the act of June 4, nor is it within the scope of any other law—it is difficult to figure out why there should be a criticism of not seeking competition, unless it is coupled with a showing that the lease actually granted was a poor one so far as the plaintiff is concerned, or would have been improved by the use of advertisement for competitive bids."



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"WHITER THAN SNOW"

—Cassel in the New York *Evening World*.

Concerning the Continental Trading Company transaction in crude oil, whereunder the Continental was to purchase 33,333,333 barrels of crude oil from H. M. Humphreys and resell it immediately to the Prairie Oil and Gas Company and the Sinclair Crude Oil Purchasing Company, at a profit of 25 cents a barrel, certain profits from which were distributed in the form of Liberty bonds and certain of which bonds were traced by the Government to the possession of relatives of Fall, Judge Kennedy said:

"In the first place, we have been unable to find anything in the evidence, and counsel offer nothing in the briefs, upon which to predicate a finding that Fall and Sinclair were in personal contact before December 31, 1921, at Fall's ranch in New Mexico. . . . The Continental Trading Company deal with Humphreys occurred more than a month prior, which strongly tends to negative the supposition of a conspiracy between the two, as well as lacking a substantial element in the establishment of fraud.

"It is at least quite plausible to assume that the Continental Trading Company transaction was a legitimate one, and was carried in the regular course of business. It may be admitted that the transaction arouses suspicion, but further than this the Court does not feel justified in going toward a finding in favor of plaintiff."

Taking up the attacks made by the Government upon the legality of the Teapot lease as a valid contract under the act of June 4, 1920, Judge Kennedy said:

"Reverting to a consideration of the act, it is found that the Secretary of the Navy is affirmatively directed to take possession of the naval reserves. He is next directed to conserve, develop, use and operate the same. In performing this duty of conserving, developing, using and operating the reserves, he is permitted to do so directly or by contract, lease or other method. As to the product which may be realized from the reserves, he is permitted to use, store, exchange or sell it for the benefit of the United States.

"In between the direction to the Secretary of the Navy as to what he is to do with the reserves, and the directions as to the manner in which he is to do it, are found the words 'in his discretion.'"

Judge Kennedy says, in substance, that the public "hue and cry" over the oil transactions "was raised without full knowledge of all the circumstances," observes the Albany *Evening News*, while the Washington *Post* finds the Court's vindication of President Harding's right to issue the executive order in question is "universally gratifying." Moreover, explains the Washington paper:

"The Teapot Dome case was prosecuted by the Government on the theory that there was both a violation of law and corruption in the making of the lease. The executive order signed by President Harding, transferring authority over naval oil reserves from the Navy to the Interior Department, was attacked on the ground that he had exceeded his powers; and it was also alleged that corrupt relations existed between Harry F. Sinclair and former Secretary Fall. Judge Kennedy has decided against the Government upon both of these contentions.

"The decision is a remarkable victory for the defense, from every point of view, and particularly in view of the regrettable tendency of many individuals to form their judgment upon rumor and unsupported charges, rather than upon facts judicially ascertained."

In the opinion of the Buffalo *Evening Post:*

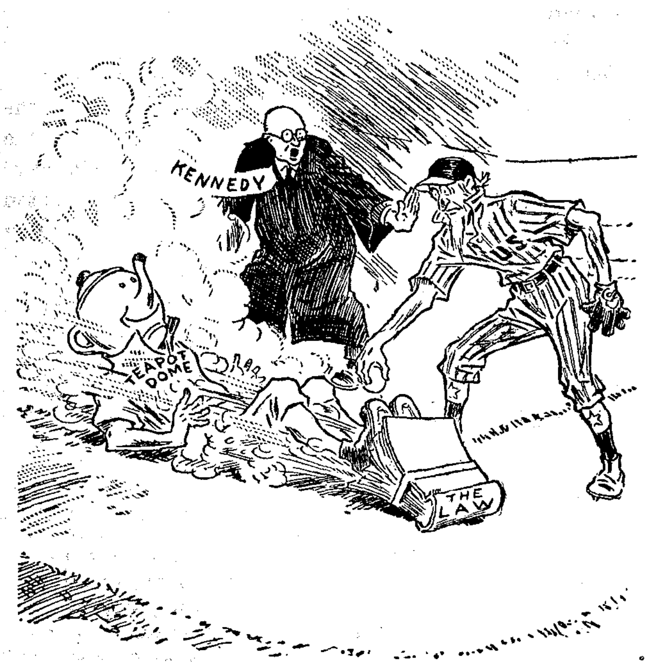
"The decision of Judge Kennedy makes it clear that there are two sides to this case. The great majority of our people had been given to understand that there was but one. They had formed their judgment from the reading of newspaper headlines, from uninformed editorial opinions, from impassioned speeches in the Senate. The public was led to believe that Harry F. Sinclair had participated in a huge conspiracy to rob the Government of millions of dollars' worth of oil.

"Now, the Navy Department had no technical knowledge of oil matters such as would be necessary to carry out this act of the Congress. It had no equipment and no knowledge of land and mineral laws. So it asked President Harding to transfer the administration of the oil reserves to the Interior Department. There was not one particle of evidence that this transfer was conceived in fraud. Nor was there any evidence presented tending to show any unnecessary secrecy in the execution of the leases. There was no evidence presented to Judge Kennedy proving a scandal. The so-called oil scandals are not scandals at all, if we may believe the Court."

By far the majority of editors, on the other hand, appear cold toward Judge Kennedy's decision. "The casual and debonair manner in which he swept aside evidence that formed the basis for the Government's allegations of fraud and conspiracy makes the Court's findings worthless, if not meaningless," declares the

Philadelphia *Public Ledger*, while the Pittsburgh *Post* sees in the decision "an attempt to put the stamp of legality upon every procedure along the disputed line." *The Post* believes that:

> "The opinion of Judge Kennedy will no more likely be accepted by the public as the last word than it will be by the attorneys for the Government. It is difficult to believe that the able lawyers who represented the Government, and who gave painstaking study to the case for months, could have been wrong in every particular, as Judge Kennedy's opinion would make them out. The fact that in certain instances the Wyoming jurist seemed to go out of his way to absolve some men whose names had been mentioned incidentally in the case, as having at least made mistakes of judgment, did not add to the value of his opinions."



SAFE!

—De Mar in the Philadelphia *Record*.

"Step by step in the Teapot Dome trial Judge Kennedy ruled adversely to the Government," we are reminded by the Newark *News*. "He would not grant a delay to produce important witnesses to testify as to the transfer to former Secretary Fall of Liberty bonds from the mysterious Continental Trading Company of Canada." As the New York *Sun* points out:

> "Judge Kennedy does not see the $25,000 which Sinclair paid to Fall in the same light that Judge McCormick saw the $100,000 which Doheny 'loaned' to Fall. The difference lies in the fact that Fall took Doheny's money while he was still Secretary of the Interior, but accepted Sinclair's Liberty Bonds after he had negotiated the Teapot Dome lease and entered Sinclair's employ, having retired from the Cabinet."

Judge Kennedy's admission that the Continental deal "arouses suspicion," declares the Springfield *Republican*, "should arouse the Government to renewed and relentless efforts to drag the whole truth out of Sinclair, Fall, Fall's son-in-law, and the heads of the various oil companies involved." Fall, recalls the Boston *Post*, significantly, refused to testify before the Court on the ground that he would "incriminate" himself. Moreover—

> "His son-in-law, who received large blocks of Liberty bonds which later were traced to Fall, also declined to testify and 'incriminate' himself.
>
> "Colonel Stewart, the head of the Standard Oil Company of Indiana, fled the country when summoned to the witness stand. He dared not face examination at the hands of the government attorneys, who believed he knew of Sinclair's dealings with Fall.
>
> "The head of the Prairie Oil Company, another Standard Oil concern, with two of his subordinates, resigned his office and took refuge in France, preferring to abandon his American citizenship and his American home to taking the witness stand and telling the truth.
>
> "The president of a mysterious Canadian oil company, a part of whose assets were traced from Sinclair to Fall, fought bitterly in the Canadian courts to prevent the United States calling him as a witness. When the Canadian courts decided against him, he fled to South Africa.
>
> "Harry F. Sinclair did not dare to take the witness stand and tell his side of the story and undergo cross-examination as to his dealings with Fall."

"Thus important evidence which the Government needed to complete its chain was missing, and could not be supplied," remarks the Hartford *Times*. Therefore, avers this paper, "Judge Kennedy's decision must be regarded as a defeat of justice, rather than a triumph for it," and the Baltimore *Sun* adds:

> "That the deal through the Continental Trading Company was a malodorous one was made plain by the attitude of all concerned in it and by the disappearance of the principals when their evidence was sought by the Government. The sordid story, embracing several of the leading factors of the oil industry, who fled the country like ordinary freebooters whose dishonest practises had been discovered, constituted a grave scandal and one that the law should find ways and means to clear up.
>
> "It is possible that Fall made an honest deal in one instance and a dishonest deal in the other, but before assenting to this conclusion the public will await the determination of a higher court, to which the decisions in both cases will be appealed."

## "FORGIVE US OUR DEBTS—?"

IT WILL COME AS A SHOCK, no doubt, to millions of Americans to learn that debts contracted by several of our States during the last century have been allowed to stand unpaid, either as to principal or interest. And "it is not the Civil War debts of these States that are in question," points out the Des Moines *Register*, "but legitimate debts, some of which were contracted in order to promote banks and railroads." Eight of our States—Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, and South Carolina—are listed by the British Foreign Bond Holders Corporation as repudiators of debts amounting approximately to $60,000,000, with interest over periods varying from forty to eighty years, amounting to an additional $180,000,000, or thereabouts. As a result, the financial integrity of our States is under fire in these days of war debt discussions between the United States Government and European debtor nations—under fire not only by members of the British Parliament, who cite the action of some of our States as precedents for European repudiation of World War debts, but by magazine writers and newspaper editors in our own country.

"That there should be eight members of Uncle Sam's family known in Europe as defaulting debtors should at least make us a little more patient with those who owe us money," thinks the Denver *Rocky Mountain News*. In fact, this Western daily is of the opinion that it would be good business to "determine how much of the alleged indebtedness is honestly due, assume it nationally, and pay it off." This would be a shrewd move on our part, several editors agree—the payment of a comparatively small debt of our own in order to cut the ground from under those who remind us that we should not require European nations to pay their war debts, of recent origin, while some members of our official family owe their citizens more than a quarter of a billion dollars. In an editorial urging that the Federal Government assume these obligations of the individual States, the Chicago *Tribune* says:

> "Our Government owes it to the nation to look beyond the legal technicalities and constitutional forms which have prevented the victims of repudiation from obtaining justice. This money was loaned on the faith of the American character. It was loaned upon the representation of American officials for public purposes, and it was expended by these officials in America. The States may think these representatives betrayed them, but

at is their responsibility; not the lenders'. The States may say at their governments were imposed upon them as a consequence f their defeat in civil war, and that the acts of these govern-ients were not morally binding upon them. But that is a ques-on between States and nation, and has nothing to do with the ght of the lenders to repayment.

"Repudiation is, in fact, a violation of Section X, Article 1, f the Constitution, which prohibits any State from passing law 'impairing the obligation of contracts.' . . .

"We urge that our Government take these larger conditions f good faith into consideration and offer to set off the full amount f the repudiated loans made by foreigners against the war ans of their governments, including of course, interest accrued. Ve think equity and a proper consideration of the good name f the American people alike demand that this be done."

The proposal that these repudiated State debts should be nade the basis of claims by various European Governments for eductions in their war debts to the United States already has een brought forward. Moreover, it has become an issue in the rench and British press. While no foreign government or debt-unding commission has gone on record in favor of bringing up he matter in future negotiations with this country, the Treasury epartment, in preparation for this contingency, is said to be naking a study of the entire repudiated State debt situation. As the Council of the British Foreign Bond Holders Corporation ays in its annual report:

"We gather that most people in America are under the impression that these debts represent money lent to the Southern States during the Civil War, in order to carry on the struggle against the Federal Government. This is entirely wrong, the loans having been contracted for industrial purposes, and either before or since the Civil War."

Unfortunately, points out E. L. McColgin, in a *Dearborn Independent* article, "the Eleventh Amendment of the Constitution closes the doors of the courts to the owners of State bonds." Under this Amendment, no State can be sued by the citizens of another State or of a foreign country. In the opinion of this writer, therefore, "there should be a scientific overhauling of the whole system of public financing." Continues Mr. McColgin:

"This is a period of hectic public spending, and the extravagance furthered by State bond issues is comparable only to the pre-Civil War period that was responsible for the first repudiations of State bonds.

"During the first half of the last century, the States embarked upon what often proved to be overambitious public railroad, canal, turnpike, and banking projects. States which had been accustomed to think a dozen times over a tax of a hundred thousand dollars now began to negotiate loans for millions. The American bond market could not absorb all these issues, and many States turned to Baring Brothers, the famous London bankers, to sell these bonds abroad. . . .

"Some Southern States regarded repudiation of their pre-war bonds held in the North as a reprisal for the loss of the property value of their slaves, the ravages of war and the interruption of rehabilitation by the forcible imposition of the detestable 'carpetbaggers.' England and France, where many pre-war bonds of Southern States were held by private persons, were wrathfully regarded because of their failure to fulfil what were regarded as implied assurances that they would recognize the Confederacy. Altho the Southern States had a moral, if not quite a legal, case against the 'carpetbag' bonds, the foreign holders of other bonds were treated pretty roughly.

"The National Government, which has admitted the 'carpetbaggers' were usurpers, and the respective States that repudiated other bonds, have defrauded foreign investors as well as American purchasers. Only our strength, and the jealousy of European Governments of one another, have enabled us to avoid armed coercion such as the government of their bondholders have frequently employed to make Turkey, Egypt, China, and San Domingo pay up.

"In fairness to its good name the National Government could well afford impartially to determine its legal and moral responsibility for the repudiated 'carpetbag' State bonds. Washington turned these scalawags loose on the South and maintained them by force of arms, and can not longer regard the repudiated bonds with both complacency and self-respect."

The suggestion that the Federal Government assume the debts of the States was made in 1843, we are informed by Editorial Research Reports, of Washington. But it was then felt that this action would not benefit directly the other States, which were fully capable of discharging their obligations, but would rather injure them by making them bear a share of the debts. It was also suggested that if this load were removed from the backs of a few States, they would immediately go into debt again. On the other hand, the States in question maintained that certain of the bonds issued were not authorized by law, or were authorized by laws that conflicted with their State constitutions, or that the laws by which they were authorized were not complied with. It is therefore "not surprizing" to this impartial research organization that the overburdened taxpayers of the South, "saddled by an increasing bonded indebtedness by the extravagance and dishonesty of 'carpetbaggers,' should have seized upon any expedient having the color of legality to lighten their load." This is also the attitude of a couple of southern newspapers, the Memphis *Commercial Appeal* and the Raleigh *News and Observer*. Says the North Carolina paper:

"The history of Reconstruction in the South is a catalog of corruption and ignorance, spoliation of those then living, and an attempt to saddle burdens upon generations unborn for enrichment of the crooks then in control of Government. The bonds issued, or most of them, were conceived in sin and brought forth in iniquity. The proceeds, when there were any proceeds, were wasted.

"So far as North Carolina is concerned, after the saturnalia of corruption had ended, and responsible government was reestablished, *one of the first things it did was to make an examination* of the State's indebtedness. After thorough study, an arrangement was effected by which bonds were issued to pay a specified amount for what the State had actually received. The State utterly repudiated the Reconstruction bonds which had been issued corruptly and for which the State had not received the money. It is these bonds that the London company holds and is now seeking to obtain payment.

"North Carolina dealt honestly by all its real creditors. As to the Reconstruction bonds issued under such circumstances as to make every good investor refuse to buy them, the State declared in 1873 they were fraudulent and by a vote of the people forbade their payment."

Furthermore, maintains *The Commercial Appeal:*

"Only a comparatively small part of the defaulted indebtedness of the States mentioned was contracted before the Civil War. By far the greater part was entailed after the war, when the States of the South were in charge of 'carpetbag' buccaneers who did not possess the ability to manage the affairs of a State and who were not honest enough to do so even tho they did have the ability. These 'carpetbag' administrators of the Southern States in the early seventies of the last century set out to engage in wild adventures of financing railroads, banks and other undertakings. The bonds they sold to British investors.

"Graft, thievery and almost every known form of dishonesty was practised by the men whose authority over the Southern States was contrary to the will and beyond the power of the citizens of those States. The 'carpetbag' leeches who sucked the financial blood out of the veins of the prostrate South can not be charged against the people of this section.

"If the 'carpetbag' buccaneers had been elected by the free choice of the people of the Southern States, then those people would have been under moral as well as legal compulsion to pay to the limit of their ability the debts fastened upon them. But the treasuries of the Southern commonwealths were as much under the guns of the conquering Union forces as the polls were. Ethically speaking, the Southern people should not be forced to make restitution for crimes of which they were innocent any more than bank clerks held up by a gang of bandits should be compelled to refund to the bank the money seized by the bandit gang.

"The Federal Government, and not the Southern States, is responsible for the wanton profligacy of the 'carpetbag' Governors and other officials who were forced upon the people of the South against their will. The Southern States are responsible for the comparatively small amount of debts incurred before the Civil War, but there is no justice in holding them responsible for happenings which their own people could not prevent."

## TOPICS IN BRIEF

*(An extension of this department appears weekly on the screen as "Fun from the Press")*

Debt isn't the only thing the Democratic party is out of.—*Fresno Republican.*

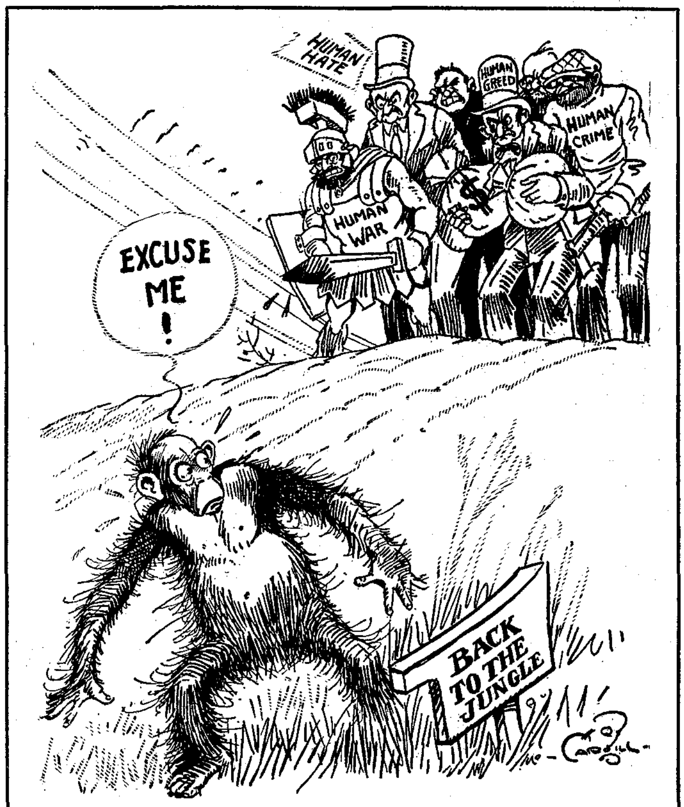
One small jack can lift a car, but it takes a lot of jack to keep it up.—*Parkersburg Sentinel.*

Reforms come from below. No man with four aces howls for a new deal.—*Kenosha News.*

Hindenburg's face must be a real asset when office seekers hover about.—*Milwaukee Leader.*

In trotting the globe, it's lucky for the Prince of Wales the brute isn't saddled.—*Gainesville Sun.*

Dried fruit isn't like a nation. It gets dry on the outside edges first.—*San Diego Union-Tribune.*



EXPLODING THE DARWIN THEORY

—Cargill for the Central Press Association.

How splendid it would be if the American dollar shrank as reluctantly as a sugar tariff. —*Detroit News.*

War methods are steadily refined, but the causes remain as primitive as ever.—*Fond du Lac Commonwealth.*

Easy, brethren! A little persecution will make evolution a Cause instead of a theory.—*San Francisco Chronicle.*

Explanation of the great fortunes made in rubber: Americans yearning to be where they ain't.—*El Dorado Tribune.*

Wilde said we always kill the thing we love. Perhaps he had observed nature-lovers on a picnic.—*Wheeling Intelligencer.*

Perhaps Brother Dawes will convince the Senate by personal example that unlimited talk is a bad thing.—*Cleveland Times.*

The rest of us could economize as well as Mr. Coolidge if we could see the ball games for nothing.—*San Francisco Chronicle.*

If we can avert another war long enough to give us the opportunity, we have hopes that we may in time learn the lessons of the last one.—*Rochester Herald.*

No one should adopt the early-bird policy without first ascertaining whether he classes as a bird or a worm.—*Arkansas Gazette.*

Longfellow said that man must be either a hammer or an anvil. But he overlooked the fellow who is simply bellows.—*Buffalo Post.*

It seems that in Presbyterian parlance an overture is a sort of ecclesiastical feint with the right to be followed by a left hook.—*Dallas News.*

It is said that silk braces for men are going out of fashion. With these enormous trousers one needs something like a steel cable.—*Punch.*

There is said to be a great deal of money to be made by growing orange-trees in California, and we can quite believe it if a bride there wears orange-blossoms every time she marries.—*Punch.*

Dayton, Tennessee, may be a distant kinstown of Dayton, Ohio. The little village in preparing to stage a national show with its evolution trial is making a noise like a cash register.—*Houston Post-Dispatch.*

Another very annoying place to live is just beyond you income.—*Everett Herald.*

France doesn't seem to be approaching this debt matter ver francly.—*Arkansas Gazette.*

The test of any form of government is its ability to ring th dinner bell.—*Birmingham News.*

The man who wakes up and finds himself famous hasn't bee asleep.—*Sunshine (St. Augustine).*

The billing and cooing doesn't end in June. At worst only the cooing stops.—*Birmingham News.*

Ignorance of the law is no excuse. Neither—alas!—is law' ignorance.—*Associated Editor (Chicago).*

We shudder to think wha will be required ten years from now to make an interesting past.—*Tucson Citizen.*

Financially speaking, the wages of sin generally have to be turned over to the defense attorneys.—*Dallas News.*

Girls of to-day, according to a college dean, go hungry to buy clothes. Why don't they then?—*Detroit Free Press.*

Speaking of jazz bands, the man who put the din in dinner took the rest out of restaurant —*Sunshine (St. Augustine).*

The divine right of kings nowadays consists largely in the right to go out and get a job somewhere.—*Portland Express.*

Animals can't be related to man. They don't keep on grabbing for more when they have enough.—*Anaheim Plain Dealer.*

Maybe those lines in the song, "That's the sweetest, saddest story ever told," were inspired by a sugar tariff.—*Detroit News.*

All is fair in love and war, and another point of resemblance is that if you win at either it doesn't necessarily signify the expense has ceased.—*Detroit News.*

Notwithstanding the life of a paper dollar is only seven or eight months we have never had one die on our hands.—*Toledo Blade.*

Evolution is slow. A million years of upward climbing, and not more than fifty good third-basemen in the land.—*Hartford Times.*

The trouble is not so much that a dollar is worth less, but that there are so many more things to spend it for.—*Bakersfield Californian.*

In another hundred years civilization will have reached all peoples except those that have no resources worth stealing.—*Chico Record.*

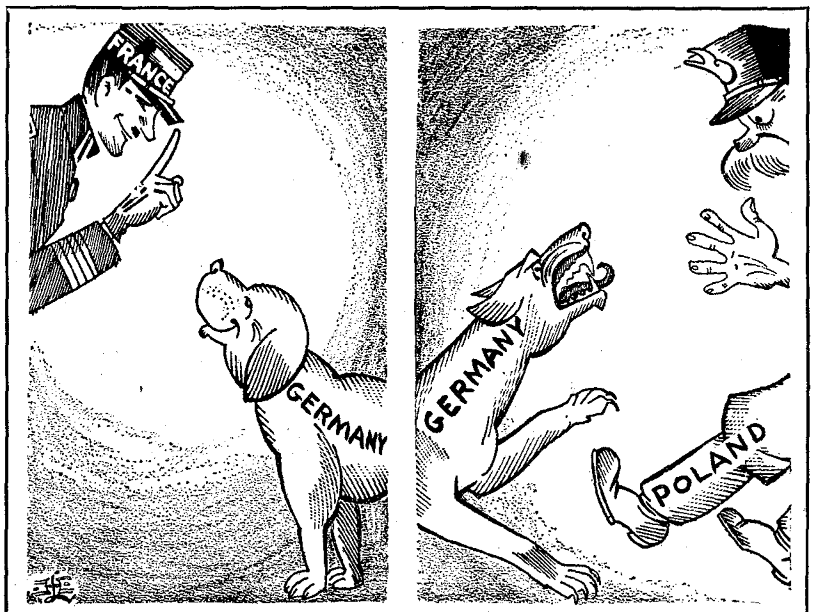
An English scientist says the average span of life can be extended easily to 150 years at a cost of 12 cents a head, and doubtless there are cases in which the outlay would be warranted. —*Detroit News.*

Secretary Kellogg says the Administration will tolerate Mexico "only so long as it protects American lives and property." Gosh, suppose Secretary Kellogg says the same thing about Chicago.—*Chicago Tribune.*

# FOREIGN - COMMENT

## TO MAKE EUROPE SAFE FOR THE WORLD

SECURITY, DISARMAMENT AND EVACUATION of the Rhineland are the problems said to underlie the peace of Europe for the next thirty years, and we are told that is belief prevails in both German and Allied circles. The ublication of the Geran proposal for a Rhine ompact which was ade last February to e French Government, nd the French reply on ehalf of the Allies, just ublished, is said in Lonon dispatches to give a lear idea of how hard he British and French overnments are working toward the establishment of a stable olitical condition in Euope. Berlin dispatches ell us of an extraordiary council at which the Reich Cabinet and the premiers of all the German States will consider the question of the security pact, and it is predicted that these deliberations will bring Germany nearer to entry into the League of Nations. The Berlin correspondent of a New York daily reports that the feeling in government circles is growing that, regardless of all the points in dispute between Germany and the Allies, as well as those involved in the French security pact note, Germany has more to lose than to gain by remaining outside the League. As a typical opinion in the Reichstag, the Berlin correspondent of the New York *Herald Tribune* quotes Count von Bernstorff, once Ambassador at Washington, and one of the leading exponents of the League in Germany, as saying:



HOW POLAND SEES GERMANY

"Facing France, Germany is a good dog—but facing Poland——"

—*Mucha* (Warsaw).

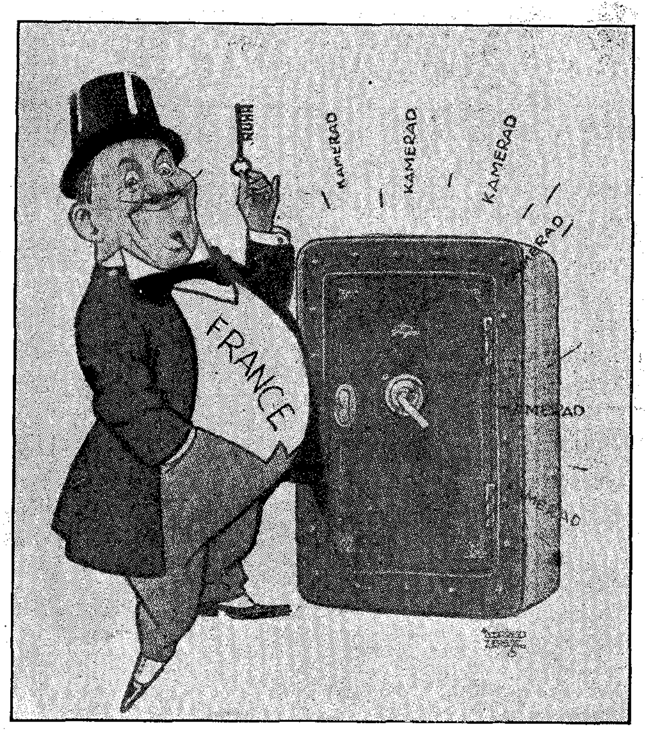
> "Were I called upon to answer the French note, I should formulate the reply as follows: Everything stands or falls with Article I of the note in which Germany's entry into the League is urged. We are ready to join the League and negotiate at Geneva on all the outstanding problems, for everything else the French note demands is already embodied in the Versailles Treaty, in the League Covenant or in the Geneva protocol.
>
> "Since, however, it is difficult for us to join the League without the previous evacuation of the Ruhr and Cologne zones, we desire to reach as soon as possible an agreement on the disarmament question, on which the Allies have made evacuation contingent, and on the evacuation problem itself.
>
> "That in substance would be my answer. I do not believe that the question of the exercise of military force will in any way be altered by our entry into the League. The Allies will always be in position to obtain by force whatever they may desire, regardless of whether we join the League or not. I believe, however, that our entry into the League will be of moral assistance to us in any disputes, for if Germany belongs to the League she can always veto any decision by the League Council involving the advance of troops through Germany. Should the advance take place despite our veto, Germany's legal and moral position would still be stronger than it would be if Germany remains outside the League."

Properly to understand the comment of Count von Bernstorff it is necessary to consider the German memorandum of February 9 last, which is marked "strictly confidential," and is published in London Associated Press dispatches. In considering the various forms which a pact of security might take, reads the German proposal, one could proceed from an idea like that underlying the proposal of Dr. Cuno (German Chancellor) in December, 1922. The memorandum goes on:

> "Germany would, for example, declare her acceptance of a pact by virtue of which the Powers interested in the Rhine, above all, England, France and Italy, and Germany entered into a solemn obligation for a lengthy period, to be eventually defined more specifically, vis-à-vis the Government of the United States of America as trustee, not to wage war against a contracting State.
>
> "A comprehensive arbitration treaty, such as has been concluded in recent years between different European countries, could be amalgamated with such a pact.
>
> "Germany is also prepared to conclude analogous arbitration treaties providing for the peaceful settlement of juridical and political conflicts with all the other States as well.
>
> "Furthermore, a pact expressly guaranteeing the present territorial status of the Rhine would also be acceptable to Germany. The purport of such a pact could be, for instance, that interested States bound themselves reciprocally to observe the inviolability of the present territorial status on the Rhine: that they both jointly and individually guaranteed fulfilment of this obligation and, finally, that they would regard any action running counter to such obligation as affecting them jointly and individually.
>
> "In the same sense the treaty States could guarantee in this pact fulfilment of the obligation to demilitarize the Rhineland, which Germany has undertaken in Articles 42 and 43 of the Treaty of Versailles."

This German memorandum goes on to say that arbitration agreements between Germany and all the States ready to accept such agreements could be combined with such a security pact. Meanwhile we learn from the press that the reply of the French Government to the German note, after they had studied it "in common with their Allies," regards the step taken by the German Government "as an earnest of pacific intentions which agree with their own." A point of marked interest in the French reply is the statement that—

> "The search for guaranties of security which the world demands can not involve any modification of the peace treaties. The proposed agreements, therefore, ought not either to imply revision of these treaties or to result in practise in a modification of the conditions laid down for the application of certain of their clauses. Thus the Allies can not in any case abandon the



"SAFETY FIRST"

—*London Opinion.*

right to oppose any failure to observe the stipulations in these treaties, even if the stipulations do not concern them."

The French reply calls attention to the fact that the German memorandum mentions the League of Nations only incidentally, and it says:

"Now, the allied States are members of the League of Nations and are bound by the Covenant of the League which involves for them clearly defined rights and obligations with the object of maintaining general peace. The German proposals, no doubt, lay claim to the same ideal, but no agreement could be achieved unless Germany on her side assumes the obligations and enjoys the rights laid down in the Covenant of the League. This agreement then can only be conserved if Germany herself enters the League of Nations under the conditions laid down in the note from the Council of the League dated March 13, 1925."

In England the London *Times* remarks that the main interest of Great Britain and the British Empire is that peace should be made secure for many years, and it continues:

"The important documents on the pact negotiations published as a White Paper record in changing forms the most practical effort made since the war by Britain to establish real peace on our restless continent.

"A very great step will have been taken toward confirmation of the peace of Europe if through British support all those ghosts of the war which still hover over the Rhine are banished by the firm united will of France and Germany to the cool, rational atmosphere of an arbitration treaty outside, but not opposed to the treaty of peace, and watched over by the League of Nations, of which Germany herself will be a member."

On the other hand, the London *Daily Express* declares that the British nation "will never agree to such a pact as the Government puts forward in its counter-signature to the French dispatch to Berlin." This newspaper adds:

"It is a war pact involving the lives of our sons, and even grandsons, and putting them in imminent peril of death because of some obscure frontier squabble in the wastes of Silesia.

"The millions of men who fought in the war will be the first to protest. They know what they suffered too well to devote their children to the same fate except by their own free will. Britain has never shirked battle when her existence or honor was at stake, but she will not fetter her judgment on such vital matters in advance by a treaty which may send her children blindfolded to their doom."

In sharp contrast we have the London *Morning Post,* which calls the proposed compact "something last," and goes on to say:

"We hope the British people will rally to the support of t Government, despite the opposition of envious politicians a some Fleet Street critics who write on the pact in the manner feuilleton purveyors. We hope, above all, the Dominions w grasp the fact that this proposal, instead of involving the Empi really relieves it of European entanglements. It is when Euro is restless that the Empire must be on guard. But Europe peace means little watching and this pact is intended to gi Europe peace."

In Germany the Berlin correspondent of the New York *Tim* reports that the Germans are "bewildered" regarding the Frenc note, and he tells us further:

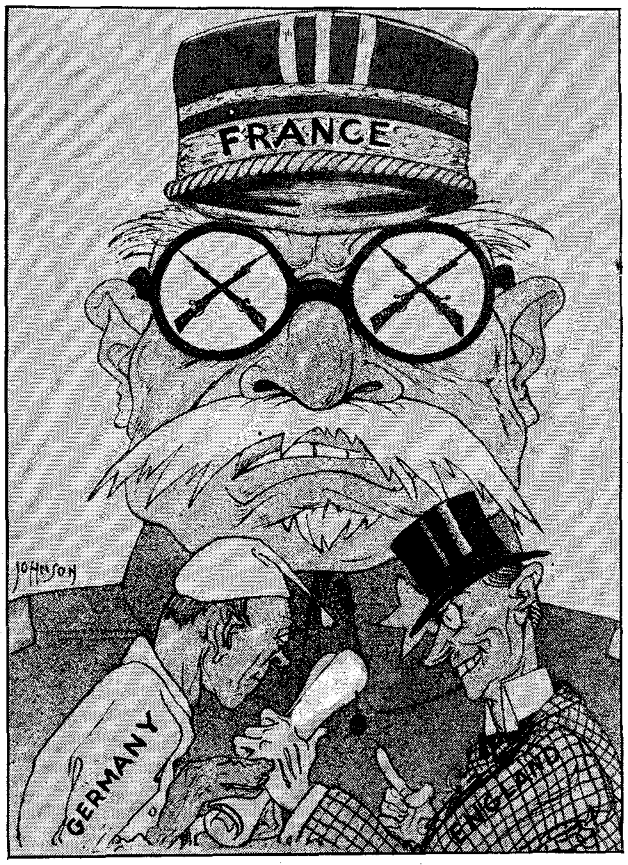
"After hearing available comment here about it the listen inclined to the belief that whatever hairs were left unsplit b the French are now being split by the Germans.

"One of the few definite impressions gathered from comme here is that German official circles believe nothing substantiall important to international European politics can result for long time from the French note, since all sorts of points must b cleared up before action can be taken thereon.

"Germans are suspicious of the paragraphs in the note dealin with the arbitration treaties which France wishes Germany t conclude not only with herself but also with Belgium and—b inference—France's Eastern allies, Poland and Czecho-Slovaki

"An interesting point learned from a source close to the Wi helmstrasse is that German officials object especially to the Frenc desire to have France be the guarantor of arbitration treatie between herself and Poland and Czecho-Slovakia. Accordin to this Wilhelmstrasse view it is unfair for France to be the guar antor of a treaty one party to which is her ally."

Meanwhile Paris Associated Press dispatches report an offi cial announcement that French operations for the evacuatio of the Ruhr will soon begin. Also we read that "apparentl the political tension between Germany and France has bee greatly relieved during the past few weeks.



A GERMAN JAB AT FRANCE

**Britain's Foreign Minister:** "Say, Fritz, France will never be satisfied until it can no longer see arms."

—*Kladderadatsch* (Berlin).

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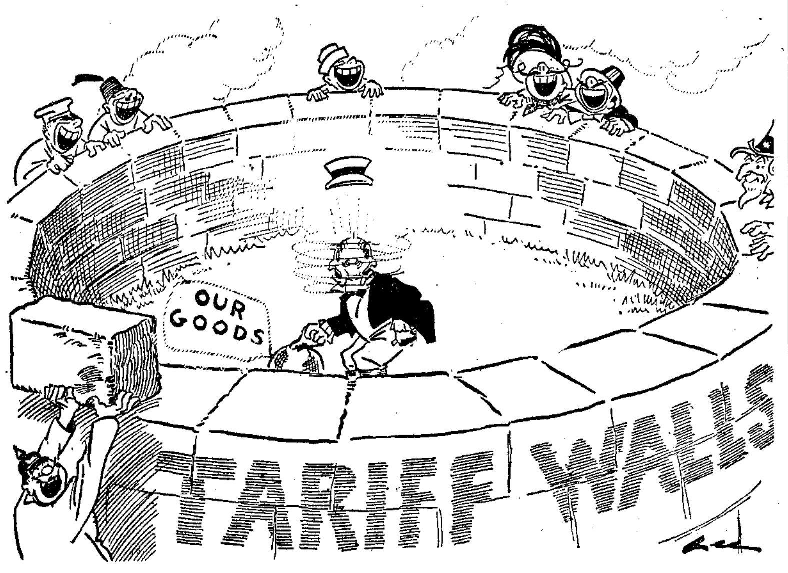
# THE "DUAL ALLIANCE" WITHIN GERMANY

A LONG LIST OF TRIUMPHS is said to be on record to the credit of the "dual alliance" in Germany of the great industrialists and the Junkers, or country squires. First, it is pointed out by Rothay Reynolds, a Berlin correspondent of the London *Daily Mail*, the industrialists escaped taxation during the currency inflation period, while they made money by paying over to the Government, in depreciated paper marks, the income tax deducted from the wages of their employees. During this period also it is alleged the Junkers "paid off the mortgages on their estates for a mere song." The coal magnates are described as having made a huge sum by deferring the payment of the coal tax of which the public had been mulcted. This form of exploitation of the nation, we are told, came to an end with the stabilization of the currency, but the ingenuity of the industrialists discovered new methods, according to this informant, who then gives one reason why the German Republic is popular:



ISOLATING JOHN BULL

"Germany is the latest Continental country to raise a tariff wall against British goods."
—*The Daily Courier* (Liverpool).

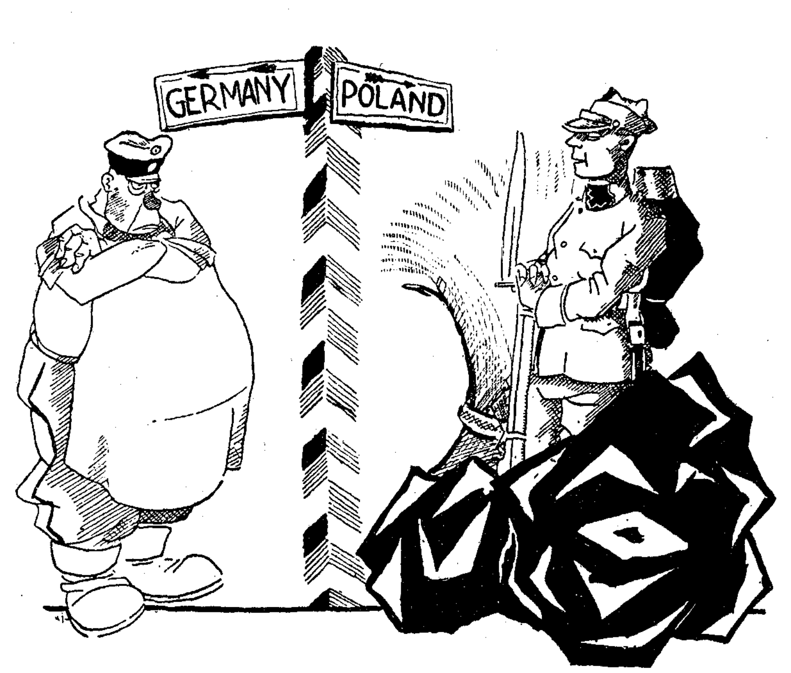
"The eight-hour day was one of the few benefits which the masses of the German people received from the revolution.

"'I don't want the Kaiser back,' a hotel servant said to me, 'because when we had a Kaiser I had to work fourteen hours a day, and now that we have a Republic I work only eight.'

"This argument in favor of the Republic must have appealed to millions, and both on political and economic grounds the great industrialists were determined that it should lose its force. The occupation of the Ruhr, the collapse of the currency, and the alarm which was felt throughout Germany gave them their opportunity. They proclaimed that Germany could not be saved if the eight-hour day was maintained, and stampeded the Reichstag into consenting to its suspension.

"The next triumph of the industrialists was to get the handsome sum of £36,000,000 from the Government as compensation for losses during the occupation of the Ruhr. Thousands of ordinary Germans were clamoring for compensation for the losses they sustained by the collapse of government securities, but they had to wait for the Government to see whether anything remained over for them after the richest men in the country had been satisfied. They were finally promised a shilling in the pound and told that they ought to be thankful.

"These economic successes whetted the appetites of the industrialists, and the powerful press which they finance was ordered to give them a political triumph. It secured the election of Marshal von Hindenburg as President of the German Republic. Nothing shows more clearly the aims of the masters of Germany."



A POLISH THRUST

GERMANY: "What I want is coal and Silesia."
POLAND: "Why?"
GERMANY: "That I may forge a sword to slice off your head."
—*Mucha* (Warsaw).

Of striking significance is this correspondent's warning that it would be unjust to set the German industrialists down as men who have no aim other than to make money. The money they make and the power they attain, he declares, will be used to create an empire greater and mightier than the Empire which collapsed when its Emperor "fled before the anger of his subjects." We read then:

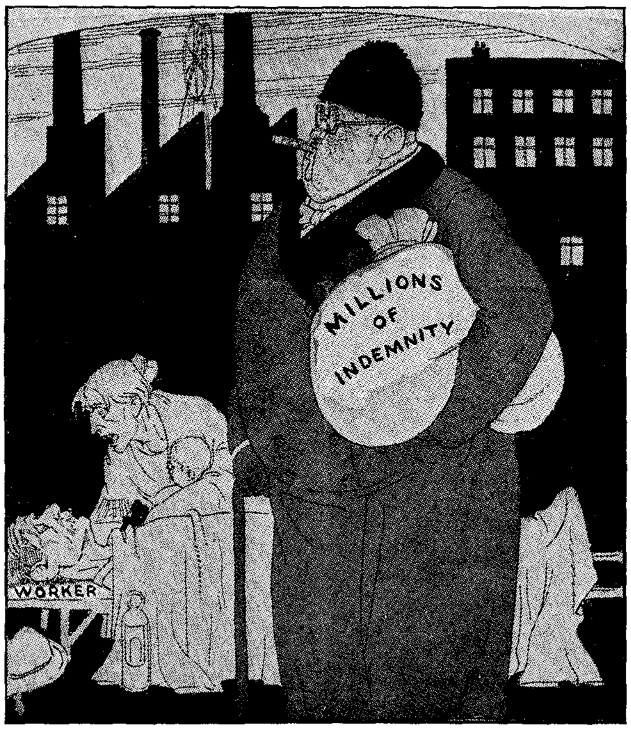
"A few weeks ago I happened to meet one of the German Ministers, and I asked him what were the desired frontiers between Germany and Poland. I knew, of course, that he could not give me a satisfactory answer, but was curious to hear what he would say. He began by explaining that the word desire had many meanings. 'There is the desire for something which one may reasonably hope to get,' he said, 'and then there is the desire of the heart which may go much further,' and he laughed and declared that that was all he could say in reply.

"The heart's desire of the Masters of Germany and their agents, the members of the present Cabinet, is exposed in a little book called 'Germany's Just Frontiers,' which has lately been published. In this remarkable work the present Reich, deprived of the territory stolen from neighbors, is described as Rump-Germany, and it is claimed that, if only the world were just, 200,000 square kilometers of territory with 18,000,000 inhabitants would be added to it. The author makes a neat list of requirements, which include Austria, Danzig, Memel, Posen, and 44,000 square kilometers of Polish territory, Alsace-Lorraine, and large tracts of Belgian, Czecho-Slovak, Italian and Danish territory."

That is the program, according to this Berlin observer, who goes on to say that if anybody thinks Germany will be made happy and peaceful if she is given the Polish territory which separates Germany proper from the oldest of her colonies, East Prussia, that person is wrong, for "concessions are useless." Yet he assures us that:

"There is no cause for alarm, Ruth Fischer, the Communist and the wittiest speaker in the Reichstag, hit the nail on the head the other day when she replied to an interminable speech on foreign affairs by Dr. Stresemann, and said: 'You pretty boy, you know perfectly well that you can do nothing whatever without the consent of the Entente.' That is the position, and the longer it continues the better for the peace of Europe.

"To turn from the dreams of the industrialists to actual attainments: their new triumph is the new tariff to protect German industry and German agriculture from foreign competition. The advantage of this tariff is that the elimination of foreign competition will enable the German manufacturers to charge the unfortunate Germans what they please for their goods. The profits at home will enable them to sell cheaply abroad. As it is, there are articles of German manufacture which are cheaper in London than they are in Berlin. The Junkers share in this last triumph. Foreign butter is to be taxed to encourage Germans to make more butter instead of buying it from the Danes. Foreign potatoes are to be taxed, and it is explained that Germany can, if she chooses, grow all she wants. Corn is to be taxed. Meat is to be taxed. The German will find that his food will cost more and the simple articles of daily life will cost more, and then perhaps he will understand who are the masters in the German Republic."



DUTCH SATIRE

"The mine owner gets a rich indemnity while the mine worker dies."
—*De Notenkraker* (Amsterdam).

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## GREEK-JUGO-SLAV DISSENSION

SHIPWRECK OF THE NEGOTIATIONS between Jugo-Slavia and Greece to provide a new treaty in place of the one of a commercial and military nature, which was broken off last November, is said in Belgrade press dispatches to have resulted from Greece's unwillingness to accept Jugo-Slavia's far-reaching demands. The Jugo-Slavs, we are told, asked for complete control and extraterritorial rights over the French-built railroads from the Jugo-Slav border to Saloniki. Furthermore, it is related they required that Greece sign an agreement for protection of Jugo-Slav minorities which would commit Greece to sponsorship of Jugo-Slav interests in Macedonia.

According to some Greek editors the reason for the summary termination of the alliance that existed between Greece and Serbia since May 10, 1913, and which had held these two Balkan countries together for more than twelve years, was that in October of last year, one month before the treaty was denounced by the Serbian Government, the Greek Government negotiated a treaty with Bulgaria on minorities. This treaty provided that all nationals of Greek Macedonia, speaking any sort of a Slav idiom, were to be recognized as a Bulgarian minority, and therefore entitled to special treatment from Bulgaria. But Jugo-Slavia claimed these nationals as Jugo-Slavs, and the Jugo-Slav Government declared that in allotting these nationals to Bulgaria, without any previous understanding with Belgrade, Greece had committed an unfriendly and discourteous act toward an ally of good standing.

Now it appears that Greece promptly express her regrets to Jugo-Slavia and that the Greek Government as promptly repudiated the agreement with Bulgaria. At the same time Greece opened negotiations with Jugo-Slavia for the renewal of the alliance of 1913, and these negotiations were definitely broken off at the end of May past. The semiofficial Belgrade daily, *Vreme*, avers that the questions under discussion between the Greek and Jugo-Slav delegates were divided into five sections the first two of which concerned a dispute about certain lands of a Serbian monastery located in Greece. The Greek Government, it seems, had appropriated this monastery for the settlement of Greek refugees from Asia Minor. There was also disagreement, we are informed, regarding the status of a number of Greek subjects living in Serbia and of Serbian subjects domiciled in Greece.

The matter of minorities was the third point in the negotiations, we are told, and, as has been seen, proved to be full of dynamite. But the *Vreme* names as the insuperable obstacle met in the negotiations the matter of the railroad connecting Saloniki with Jugo-Slavia, which has been noted above, and the question of the free customs zone allotted to Jugo-Slavia by Greece in the Port of Saloniki. The last item, we are told, concerned a military alliance between the two countries; but parleys ceased before this item was reached. The Jugo-Slav argument about the free customs zone allotted to Jugo-Slavia in Saloniki is that the area is not sufficient for the needs of Jugo-Slav commerce, and in this Belgrade daily the chairman of the Jugo-Slav Chamber of Commerce in that city is quoted as follows:

> "The area of fifty thousand square meters, of which only forty thousand have a frontage on the sea, is not enough. We can not build there, and we ought to have more accommodation so as to be able to move freely.
>
> "As regards the railroad from Saloniki to Jugo-Slavia, that must be given over to us for development and double tracking. Our commerce is expanding and we need all facilities we can get."

What Athens thinks of the Jugo-Slav demand is sharply indicated by *Kathimerini*, which, it is true, is a daily opposed to the Government. But its opinion is the more valuable from the fact that the Government's action in breaking off the negotiations with Jugo-Slavia confirms its view. Says *Kathimerini:*

> "Those who visit Saloniki these days are painfully surprized to see that in the midst of that city there exists another Saloniki, very wide and very large, and which is separated from the rest of the town by a circular wall. On this wall there is no artillery at present. But walls and ramparts are built first and then armed. And the wall of Jugo-Slav Saloniki has been built—and perhaps to-morrow will be armed. The treaty by which this has been permitted is nothing but treason against Greece. Jugo-Slavia has been established in Saloniki. This is too much. The soul of the Greek people finds it hard to bear this affront, and it is only a question whether some day it will rise and wipe out both the wall and its contents, in the same way in which the Greek people expelled the Bulgarians from that city in 1913. Into the capital of Greek Macedonia a wedge has been driven—a Jugo-Slav wedge. We do not consider the Jugo-Slavs enemies, but we consider that any friendship based on a national affront of this character can not last very long."

The official statement of the Greek delegation about the rupture of negotiations stresses the fact that the Hellenic Government cannot "admit a demand tending to place in the hands of a foreign administration the exploitation of a railway line traversing its own territory."

## SOUTH AFRICAN PUZZLES

THE ENTHUSIASTIC WELCOME accorded the Prince of Wales at all points of his South African tour has caused some bewilderment in England, we are told, where there was a feeling that South Africa was not too sympathetically disposed toward Great Britain. A correspondent of the London *Economist*, who has been in touch with public life in South Africa during a residence of a good many years in that country, gives us his impressions of the political situation there. But he avers that he claims no more authority for his estimate than would attach to that of any other South African citizen, who had similarly come into touch with the problems of South African life. He notes that the English people have been all along thinking that "a strong secession movement" had developed in South Africa, and goes on to say, they further believe—

> "the Boers are still at heart irreconcilable; that the Nationalists are a real secession party; and now that they have overthrown the Smuts Government and come into power themselves, they not only greet the Heir Apparent with every token of loyalty and respect, but seem to be going out of their way to repudiate the very notion of secession. What can it all mean?"

Still more strange to the English, this informant remarks, is the spectacle of what is apparently a solid Government formed from the alliance of such seeming incompatibles as a Radical Workers' party in the towns and an essentially Conservative Farmers' party in the country. Those who know South Africa a little more intimately, he says, will express even greater surprize at the apparently close cooperation between, for instance, the dour farmers of the Orange Free State and the volatile labor elements on the Witwatersrand. But he assures us that it may be some consolation to those who are conscious of these puzzles to realize that "we in South Africa are conscious of them too," and he proceeds:

> "There is a large element in all our politics of the incalculable and inscrutable. Like the Irish, we are driven to form the characteristically Irish habit of expecting the unexpected.
>
> "Yet much of the English mystification is due to sheer ignorance, especially ignorance of the great change that has come over South Africa during the fifteen years since the Union. But it must be something more than ignorance which induces the London *Times*, in an editorial article on Lord Milner, to speak of 'the overpowering need for rapid restoration in a country not merely ravaged by war, but devoid even before the war of the most elementary equipment of civilization.'
>
> "It is not worth while to inquire what the London *Times* considers to be the most elementary equipment of civilization. But it is worth while to point out that such statements as this seem to be merely a continuation of that persistently cultivated 'South African Legend' which has done such wide-spread harm.
>
> "It would seem a strange thing to say that the clue to South African history over the last fifty years or so is not primarily race at all. But here again we have just another facet of the enigma. Beneath and behind the struggle of Boer and Briton there has been going on another and more fundamental struggle, and now it is openly manifested in politics. The first obvious indication of it is that the party division in Parliament now cuts right across 'race' lines on both sides of the House. In other words, the deeper issues have come to the surface, and have subordinated those which were only temporary and secondary. And those deeper issues are almost entirely economic, at least in the practical form in which they occur. It will be along lines of cleavage of economic policy that South African parties will tend more and more to arrange themselves."

Gold, diamonds, and the land exploration and prospecting, which were represented by such enterprises as the Chartered Company, this South African observer writes, are the factors whose operation must be understood if we are to estimate political forces now at work in South Africa. The country became known in England and Europe, he recalls, as one of large potential wealth, but wealth of such a kind that, while it held out rich prospects, it demanded a great supply of capital for profitable exploitation. We read then:

> "Consequently the process of industrialization which began with the Kimberley Diamond Fields fifty years ago moved rapidly. It modified profoundly the life of colored as well as white South Africans, and it produced a massive body of financial interests whose center was certainly not in South Africa. Hence the steadily growing resentment, mainly among Dutch South Africans at first, against what they felt to be a state of things which not only removed the settlement of fundamental South African questions from South African soil, but settled them in such a way as was felt to complicate seriously and prejudicially to the white man the already complex racial and social problems of the country. I do not ask whether the feeling was justified; I merely say it has long been there. Actual military conquest of the two republics served to intensify it."

Since the establishment of the Union of South Africa, we are told, economic problems have become more acute as economic progress has been more rapid. The war in Europe both accelerated and complicated the development of lines of cleavage, according to this informant, who declares that the depression which followed the boom had the effect necessary to bring race feeling into dominant political action. He goes on to say:

> "So long as this feeling was entertained mainly by the Dutch population, so long could it be represented as 'Secession,' and the English population could be rallied by the waving of the flag. But when the war was over, and disillusionment began to supervene, the English working population of the towns, especially of Johannesburg, developed a similar feeling, and joined hands with the Nationalists to get rid of the Smuts Government which was looked upon as a too-willing instrument of the non-South African exploiter. Again I must insist that I am but describing the feeling that was operative. I am not concerned here either to justify it or to show it to be unfounded."

The solid, practical facts which this writer believes to emerge from all this is that the alliance of the Nationalists with the Labor party is something much more than a mere electoral device. To his mind it expresses rather a certain community of feeling among the poorer folk, who, whether in town or country, have no other home than South Africa, and whose children have to grow up and be provided for in South Africa. To such a combination, he remarks thoughtfully, the future of the ordinary white citizen in his relations to the huge preponderance of color is a matter of primary concern. Hence he predicts some novel departures in economic policy, especially in regard to town wages, and, he continues:

> "The point I wish to emphasize in conclusion is that while a desire to get back the old independence is still widely shared, especially in the northern provinces, it is not a matter of practical politics to-day. The terms of the alliance, indeed, preclude it from becoming so. What remains of the idea of 'Secession' after that deduction has been made is a deep resentment against anything that suggests a manipulation of South African factors from outside. There are two Dutch words which are often translated into English by the word 'independence.' One of them means the state of not being dependent, the other means 'autonomous' (self-standing). It is upon the second of these that the emphasis is now being placed in South Africa, and that not by the Dutch or even the Nationalists alone."

On the subject of the white citizen's problem with regard to the "huge preponderance of color in South Africa," we find a contributor to *The Contemporary Review* (London) saying:

> "There is no white nation growing up in South Africa. Only a colored one. So far the white man has failed, and the white race in South Africa is drifting slowly toward ultimate extinction. But even now that drift might be checked. South Africa can never be a white man's land in the same sense as Canada and Australia and New Zealand. It may never contain a white majority. Yet it can house a white minority large enough to claim nationhood, and strong enough to retain its domination, its racial ideals and its white civilization. Only present conditions and tendencies will have to be altered by a great conscious national effort, in which all the resources of the State, and all the strength and the idealism of the white population, are concentrated upon the one task of safeguarding the white race."

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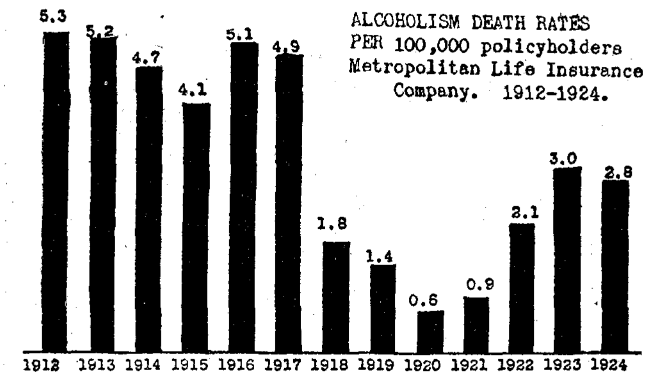
# SCIENCE ▾ AND ▾ INVENTION

## THE DECREASING MENACE OF ALCOHOL

ALCOHOLISM IS CREDITED WITH ONLY 6,345 deaths in the United States in the four-year period 1919-1922, according to statistics presented by Cora Frances Stoddard in *The Scientific Temperance Journal* (Boston), whereas "in the last four normal preprohibition years there were 14,720 deaths from alcoholism." Taking into account the increased population, it appears that the lives saved in the recent four-year period through decreased per capita mortality number 11,774. Yet even this remarkable showing leaves something to be desired, for we read:



AN INSURANCE COMPANY'S ALCOHOLIC DEATH-RATE

"On the other hand, wilful drinking and the traffic which it encourages have caused unnecessary life loss in the prohibition years.

"The rate for 1920 (1.0) showed the low point to which this life loss could be immediately reduced. Had this 1920 rate prevailed thereafter, the total number of deaths from alcoholism in 1919-1922 would have been but 4,088. It was 6,345.

"Not one of these 6,345 persons needed to die of alcoholism, but there were 2,255 lives that need not have been lost had 1920 conditions continued.

"This is a life loss for which those who drink and who thereby encourage the illegal traffic and drinking customs are responsible. It is a warning to those who drink, to health officials to warn their public of the dangers, to citizens to insist on obedience to and enforcement of prohibition laws as health measures.

"The low rate of alcoholic mortality for 1920 is worth working for with a view to reducing it still further."

Following a reminder that not all deaths due to alcoholism are recorded as such, and succinct comment on the relative ineffectiveness of the local option activities that preceded national Prohibition, the experience of a great insurance company is presented:

"Nearer up to date than the United States' alcoholism mortality statistics are those of the Metropolitan Life Insurance Company, compiled to the end of 1924. These deserve serious consideration, for they represent about 16,000,000 industrial policy-holders in the United States and Canada, about one-seventh of the combined populations of the two countries. Here, if anywhere, one might expect to find the results of 'just as much drinking as ever,' if that claim were true.

"The diagram shows, like that of the United States, a distinctly lower alcoholic death-rate under Prohibition. The average rate for six preprohibition years (1912-1917) was 4.8. The average rate for six years (1919-1924) of which five and one-half were under Prohibition, was 1.8.

"As in the case of the United States registration area, the Metropolitan Life Insurance Company's death-rate from alcoholism increased after 1920 through 1923. But in 1924, for which United States statistics are not available, the Metropolitan rate fell slightly. *The Statistical Bulletin* of the company exprest the belief (October, 1924) that for the present the peak in the rise had been passed."

Further evidence of the decreasing menace of alcohol is found in statistics of insanity New York and in Ohio, of which it is said:

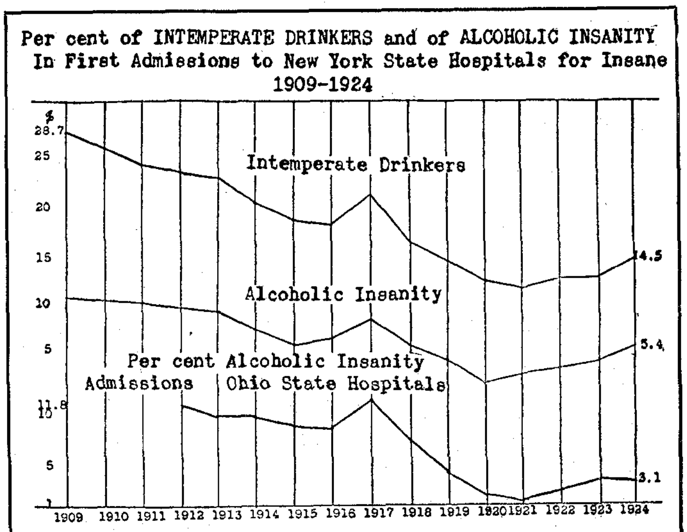
"Records of the intemperate use of alcohol by insane patients prior to the beginning of mental disorders give some indication whether the intemperate use of alcohol is increased or diminished.

"The New York State Hospital Commission takes such information concerning each case of insanity when first admitted to a State hospital. The graph, 'intemperate drinkers,' shows that the percentage of intemperance recorded dropt rather steadily from 1909. It reached its lowest point of the period in the first year of Constitutional Prohibition (July 1, 1920-June 30, 1921). As in the alcoholic mortality records, some increase in the proportion of intemperate drinkers has occurred since 1920. But they are fewer than in preprohibition years. This is in New York, a wet State, which repealed in 1923 its State enforcement law.

"The proportion of cases of alcoholic insanity among first admissions of insane is lower than in preprohibition years in both New York State and Ohio. The 1924 figure in New York, however, is a warning to drinkers, health authorities and officers of the law that insistence on the part of some individuals to drink, thereby encouraging the illegal traffic, is increasing the State loss due to insanity.

"Without putting too much emphasis on the effects of laws, it may be observed that in 1923 New York repealed its State enforcement law and in 1924 had the largest increase of four years in its alcoholic insanity admission rate. Ohio, in the same year, put into effect a strong enforcement law, and in 1924 had a slight decrease in the rate of alcoholic insanity.

"Even under present conditions, the greater sobriety shown by the lower percentage of intemperate drinkers and of alcoholic admissions among new insane cases is saving New York in cost of insanity.



LESS ALCOHOLISM IN THE INSANE ASYLUMS

"In 1923 New York repealed its State enforcement law and in 1924 had the largest increase of four years in its alcoholic insanity admission rate. Ohio, in the same year, put into effect a strong enforcement law, and in 1924 had a slight decrease in the rate of alcoholic insanity."

"In the five years, 1920-1924, the State hospitals had 1,190 first admissions of alcoholic insanity. Had the alcoholic cases continued to come at the rate of 1917, which approximated the average rate for the period 1909-1917, the New York insane hospitals would have admitted 2,953 new cases of alcoholic mental disorders. Actually, they admitted but 1,190."

## RADIO FOR THE ARCTIC EXPEDITION

"ONCE MORE AMATEUR RADIO has an opportunity, and best of all in a project in which nothing but amateur radio could achieve the desired result," declares R. H. G. Mathews, the manager of the Central Division of the American Radio Relay League, writing in *Q S T* (Hartford, Conn.). The Navy-MacMillan Arctic expedition furnishes the opportunity, and the amateur has the field largely to himself because he is equipped to handle short-wave messages, which must be depended upon after the ships enter the region of twenty-four-hour daylight, beyond the sixty-sixth parallel. Twenty-meter waves have been chosen, and the hope is exprest that many amateurs will prepare to use this wave, to insure continuous contact with the expedition. After stating that the preceding MacMillan expedition "made radio history with Don Mix and W N P," Mr. Mathews gives details of the present more ambitious effort:

"It is Commander MacMillan's intention to explore that great unknown area of a million square miles near the pole to prove definitely or not if land lies within this area, and if there is land to find out something of its characteristics. These things will be accomplished by two amphibian air-planes which will accompany the expedition. Commander MacMillan is taking two ships, his little favorite, the *Bowdoin*, which he himself will command, and in addition the *Neptune*, a Scottish whaler, which will be skippered by Commander Eugene F. MacDonald, Jr., president of the Zenith Radio Corporation, who will also be second in command of the expedition.

"Radio will play an even more prominent part this year than last. Both ships will be radio-equipped—the *Neptune* with regular ship equipment and the *Bowdoin* with a short-wave transmitter and receiver designed and built to meet those special conditions which are encountered in operation on the wave-bands centering about 20, 40, 80, and 160 meters. This equipment was designed and built by K. E. Hassel and H. Forbes of the Zenith Laboratories, together with John Reinartz of 1XAM, who will accompany the expedition as operator.

"The *Bowdoin's* transmitter consists of a panel-mounted 250-watt tube with the necessary accessories. The power for the set is supplied by a 32-volt storage battery charged by a Delco gas-engine generating-outfit. A 32-volt motor drives the 2,000-volt D.C. generator which supplies plate power.

"The antenna is a forty-five-foot stranded gold-plated wire running from the ship's deck to the cross-trees of the mainmast.

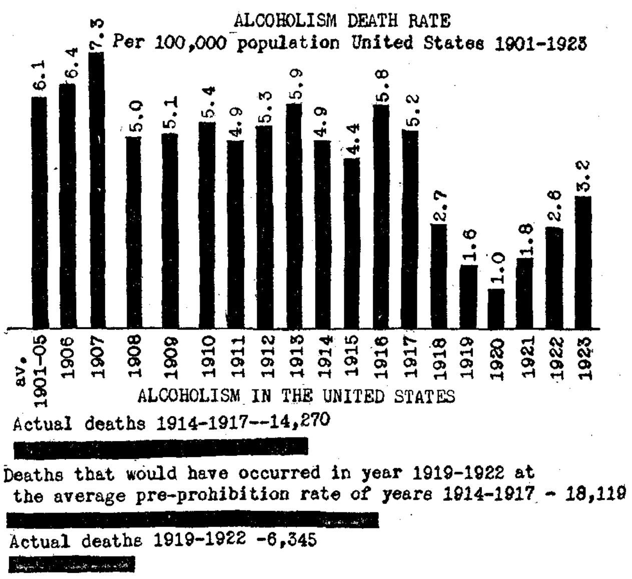
"In tests at the Zenith Laboratories in Chicago this set was operated under the call of 9XN using a replica of the *Bowdoin's* antenna. The antenna current was about two amperes. Traffic Manager Schnell at NRRL reported strong signals 1,600 miles west of San Francisco when 9XN was operating at forty meters. The set also reached New Zealand 4AG in daylight, being reported very strong and steady.

"The air-planes are also radio-equipped. The air-plane transmitters demanded special consideration since it may be necessary to operate them after a forced landing when a wind-driven generator would probably be out of commission. A small outfit has been developed which uses dry-cell power entirely. These sets use a UV-201-A tube and operate at forty meters. These sets can operate with either key or microphone."

As to this unique transmitter, further information is given in a bulletin from the Zenith laboratories, where it was developed. Hitherto, we are told—

"Radio-transmission from air-plane has been impossible when the plane's motor is not running, because the source of power for the transmitter was formerly dependent upon the small generator driven by the force of the wind through a fan-shaped propeller. If power necessary to broadcast be dependent upon power generated only while in flight, should any one of the three planes be forced to make a landing during the hazardous flights which are contemplated by the expedition, it would be impossible to transmit messages back to the other planes in waiting. However, with this new thirty-seven-meter Reinartz-Zenith transmitter and receiver, operated by *dry cells only*, communication can be established at all times whether in flight or when standing—thus insuring protection in most all emergencies.

"One of the outstanding features of this new transmitter is its compactness and weight (being less than 100 lbs.). Obviously a most important essential in aeronautics. The tube used for transmitting is just the ordinary radio-receiving tube, the same as is used in radio-receiving sets in millions of homes to-day. The members of the expedition have been watching the results of the tests with intense interest, inasmuch as their lives may possibly—in the event of an accident while making an exploration flight—be wholly dependent upon this new low wave-length transmitter, which operates under all conditions, regardless of whether the air-plane is in operation or is forced to land."



DIMINISHING U. S. DEATH-RATE FROM ALCOHOLISM

"The rate for 1920 (1.0) showed the low point to which this life loss could be immediately reduced. Had this 1920 rate prevailed thereafter, the total number of deaths from alcoholism in 1919-1922 would have been but 4,088. It was 6,345. Not one of these 6,345 persons needed to die of alcoholism, but there were 2,255 lives that need not have been lost had 1920 conditions continued."

**TO AUTHENTICATE MASTERPIECES**—When the art lover of the year 2000 is asked to pay half a million, or whatever may be the current price, for a Whistler or a Sargent, he may be able to demand documentary evidence of the authenticity of the work of far more unequivocal character than the present-day purchaser of, let us say, Rembrandts or Gainsboroughs or even Corots or Cazins can hope to receive. Such, at any rate, will be the case if the method devised by a French physician, Dr. Roger Grandgérard, comes into vogue. The method, as communicated by Professor d'Arsonval to the Academy of Science recently, is described by Dr. Grandgérard himself to a correspondent of *Le Matin* (Paris) as having been suggested by the reflection that every canvas or panel on which a picture may be painted has unique characteristics of web or grain that are comparable to the familiar water-marks of special papers—for example, the profiles of Mercury and Ceres in the tissue of the French bank-note—except that they are not visible to the unaided eye. Surfaces may be abraided or altered, but the essentials of internal structure will not change, and these are revealed by the X-ray photograph. Says the narrator:

"By registering the particular correspondences, invariable, measurable, and inimitable, between internal markings and the surface picture, the radiograph becomes a perfect means of identification, comparable to the finger-print method of identifying human beings used since the time of Bertillon.

"The double-emulsion films that we employ permit us to take several radiographs simultaneously in the fraction of a second. One of these remains in the hands of the operator; a second should accompany the picture it identifies; the third might be deposited with some public official, among special archives. In case doubt arises as to the authenticity of a picture, a new X-ray picture will be taken; and comparison of this with one of the original radiograms will settle the question unequivocally."

# PROFESSOR MICHELSON'S NEW EINSTEIN TEST

WHEN A BEAM OF LIGHT strikes a soap-bubble, part of the light may be reflected from the outer surface and part from the inner surface of the film, and the reflected beam will thus consist of two sets of waves that do not exactly coincide. Such waves are said to produce "interference fringes"—popularly known as rainbow colors. Similar fringes may be produced by any apparatus that can throw two beams of light out of step by making one beam travel a fraction of a wave-length farther than the other. Prof. A. A. Michelson, of the University of Chicago, told in a recent address of the results of tests made by him with various types of instruments designed to accomplish that end, and hence called "interferometers." In this address, as reported in *The University Record* (Chicago), Professor Michelson not only summarized his most recent experiments, but told also of the construction of the original interferometer, with which he designed to measure the speed of the earth, and with it the entire solar system, through space. With the aid of this instrument, consisting of a stone six feet square, floated on mercury, and carrying an array of prisms and mirrors, the experimenter designed to split a pencil of light into two beams, and race these against each other at right angles, bringing them finally together again near the starting-point.

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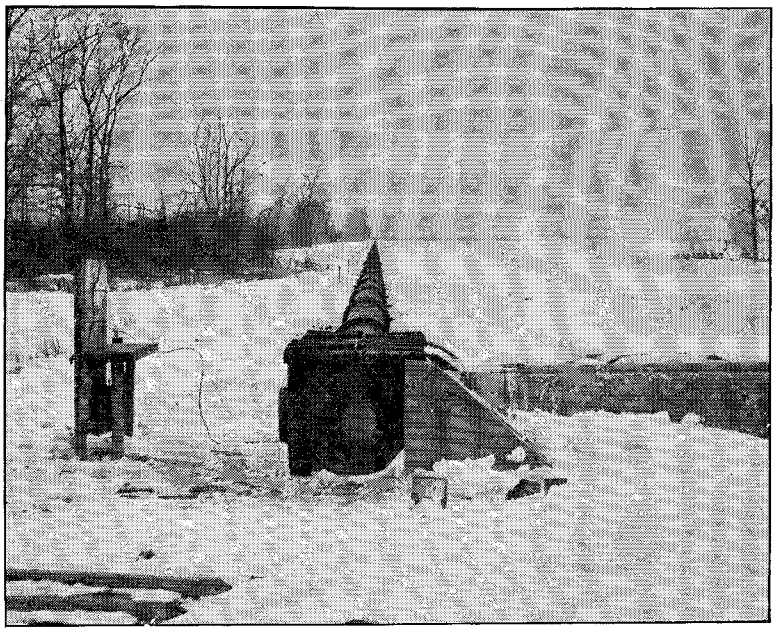
PROFESSOR MICHELSON

In certain positions, one beam of light would travel in line of the earth's flight, and therefore would be required to make a slightly longer journey than that of the other beam. The two beams would thus be thrown out of step, and an interference fringe produced, the amount of displacement of which would serve as basis for a calculation showing the earth's speed.

As a matter of course, interference fringes were produced—for mechanical skill could not produce an apparatus in which there would be no error of placement of mirrors comparable to a wave-length; but when the apparatus was revolved, no further displacement of these fringes occurred—quite contrary to expectation based on the assumption of an ether fixt in space through which the earth was moving "with a velocity of the order of twenty miles per second." This negative result, says Professor Michelson, "was chiefly instrumental in suggesting to Einstein his now celebrated theory of relativity." A good many physicists, however, have not been satisfied with this explanation, and Professor Michelson himself has conducted other experiments to test the Einstein theory. The most recent of these had progressed so far at the time of the lecture under review as to justify the announcement of a result explicitly described as provisional (but still more recently substantiated), which has altogether exceptional interest. Says Professor Michelson:



Illustrations with this article by courtesy of the University of Chicago

"FIG. 26" A CORNER OF PROFESSOR MICHELSON'S PIPE-LINE

Through this pipe-line, a mile long, laid out in a rectangle, the Chicago scientist passed two rays of light in opposite directions, reflecting them around the corners by mirrors. He measured the interference fringes caused by the slight difference in the time taken by the light to travel in different directions, and its close correspondence with his previous mathematical calculations was held to favor the Einstein theory of relativity. The displacement of the fringes is seen in "Fig. 29."

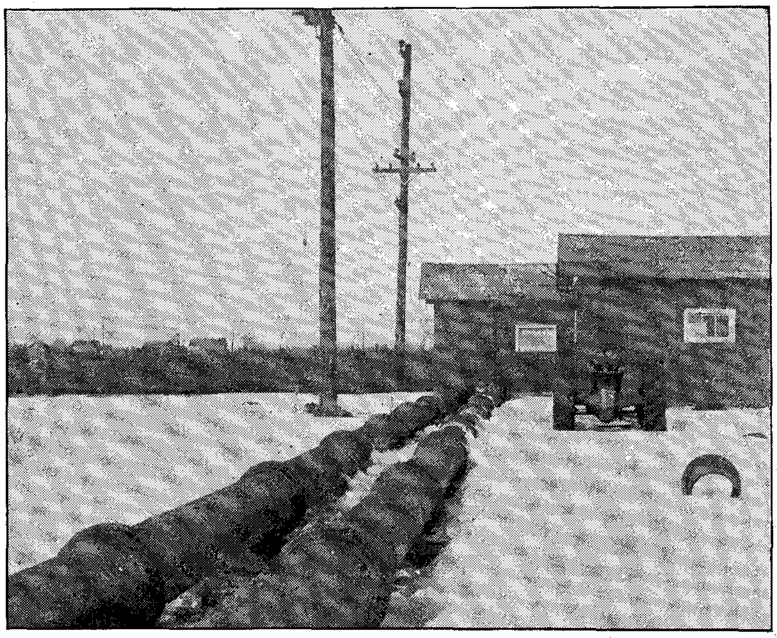
"The principle of the experiment may be stated in a few words. Imagine a rectangle about which two beams of light are reflected, one going in a clockwise and the other in a counter-clockwise direction. If the earth were stationary, these two beams would come back to the starting-point at exactly the same moment. But if the earth is revolving, one of the two beams would have to go a little farther than the other to reach the starting-point. The difference would be greatest at the pole, and about half as great at the latitude of Chicago. For a rectangular circuit about one-tenth of a square mile in area, the effect to be expected is of the order of a quarter of a light-wave, a quantity which, under favorable conditions, it was hoped could be measured to 1 or 2 per cent. The experiment was first tried at Mount Wilson, but with this enormous light-path, and the inevitable atmospheric disturbances even at sunset, when these were most favorable, the fringes resulting from the interference of the two light-beams were so irregular that it was found impossible to make accurate measurement. But by inclosing the light-path in a pipe-line a foot in diameter and about a mile long, and exhausting the air, it was hoped that it would be possible to measure these interference fringes with the required degree of accuracy.

"It was therefore at once decided to provide a plant at Clearing, Illinois, some ten miles west of the University, at which the experiment was brought to a successful termination. Figure 26 shows two portions of the pipe-line at right angles to each other. Figure 27 represents the double pipe-line, the second one being for a control, the use of which is to supply a second, much smaller area, the corresponding deviation from which would be negligible, and with which, therefore, the displacement to be expected from the larger area is compared.

"Figure 29 illustrates the final result. The upper figure represents two adjacent fringes. The straight line marked '0.25' would indicate the position of the displaced fringe according to calculation. If this displacement had been zero, or even less than this calculated value, it would be exceedingly difficult, if not impossible, to account for on the Einstein theory. As shown by the succeeding figures, the average of which coincides almost exactly with the indicated line, the calculations and observations are in very close agreement. This result may be explained on the hypothesis of an ether fixt in space, but may also be interpreted as one more confirmation of Einstein's theory of relativity."

# ANOTHER CHANCE FOR THE MEDIUMS

A SCOTCH VERDICT OF "NOT PROVEN" marked the completion of the investigation of the medium "Margery" by the *Scientific American* committee, and this, in the opinion of the editors of *The Journal of Abnormal and Social Psychology*, was all that could be expected under the restricted conditions and arbitrary rules imposed by the medium by which "all cards in the game are stacked" in the alleged medium's favor. "Thus the question of the veridity of supernormal phenomena in principle has been left just where it was." This being obviously unsatisfactory, and it being held that investigations of so-called supernormal phenomena claimed by mediums are well worth pursuing, the *Journal* is led to offer an award of five thousand dollars to the first person who will demonstrate the actuality of such phenomena "under rigid laboratory conditions and by recognized scientific methods, in full light," before a committee chosen by the *Journal*. Here are some of the conditions imposed, and the names of the members of the Harvard faculty—and one other—who will conduct the investigation:


"FIG. 27" **THE DOUBLE PIPE-LINE**
The second pipe is used to check up results obtained from the main pipe.

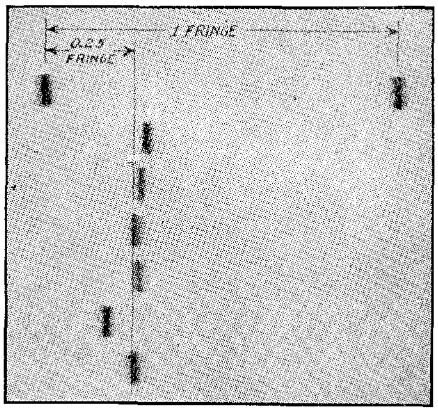
"To gain the award it must be demonstrated to the committee that the phenomena are bona fide, supernormal, and due to some force not previously known to science. They shall not be due to conscious or subconscious behavior of the medium, such, for instance, as trickery of any kind.

"The phenomena must be subject to instrumental control and therefore, whatsoever their cause, must be material or physical phenomena; they must be visible, produced in full light and subjected to instrumental recording, measuring and testing. Any known physical or chemical means of testing the phenomena must be permitted to be used.

"Of course, the committee will not do anything without the full, free consent of the medium or do anything that will intentionally injure in any way the medium, or anything contrary to social or scientific ethics; but if any method considered essential for or used in scientific research is refused by the medium the right is reserved to terminate the investigation at the will of the majority of the committee without recourse or right of claim by the medium to the award.

"While the primary object of the award is to determine only the actuality of alleged supernormal phenomena, the medium must cooperate with the committee in discovering the cause of the same, if the committee desires to go further and make such investigations as may be necessary.

"Entries must be made to Dr. S. Burt Wolbach, Professor of Pathological Anatomy, Harvard Medical School, Boston, secretary to the committee, and will close November 1, 1925. To avoid wasting the time of the committee any medium wishing to compete must present in advance evidence satisfactory to the committee that he or she has produced phenomena worthy of investigation. Entries will be listed in the order received, but the right is reserved to determine the order in which they shall be investigated. The award will be made only to the first medium who produces and proves to the satisfaction of the committee a supernormal phenomenon (in the meaning of this offer) of such sort that a permanent physical record can be made of its occurrence.



"FIG. 29" THE FINAL RESULT
The two adjacent fringes. Showing a displacement of .25, just as Michelson had calculated.

"The following have consented to serve on the committee: Prof. Harlow Shapley, Paine professor of Practical Astronomy and director of the Harvard Observatory; Prof. Theodore Lyman, professor of Physics and director of Jefferson Physical Laboratory, Harvard University; Dr. Walter B. Cannon, professor of Physiology, Harvard Medical School; Dr. C. C. Pratt, instructor in Psychology, Harvard University; Mr. Harry Houdini."

The editorial writer makes this comment regarding the "so-called supernormal phenomena claimed by mediums":

"It must be conceded that they may possibly turn out to be of the utmost importance for science; which means for gathering data to give us a deeper knowledge of the universe. If it could be demonstrated that the phenomena in question, putting aside the spiritualistic interpretation, are bona fide and can be correctly interpreted as due to forces which are manifestations of that same energy of the universe which is manifested as electricity, electromagnetic phenomena, light, heat, ultra-violet and infra-red rays, radio activity, X-rays, Hertzian rays, chemical activity, etc., it would be one of the most important discoveries that could be made and would rank with the modern discovery of the electrical nature of matter. But such manifestations would not be supernormal tho the discovery might well be worthy of a Nobel prize.

"On the other hand, if it could be demonstrated that the alleged phenomena could be interpreted as due only to some hitherto undiscovered 'force' other than that recognized by physical science, as is generally claimed by mediums, they would be classed as 'supernormal' as that term is commonly understood. If either of these theories could be substantiated we should be able, and even compelled, to formulate a new and broader conception of the ultimate nature of energy and of the universe, and even of mind.

"It is safe to say that no conclusions reached, whether favorable or unfavorable, positive or negative, drawn from researches made, as in the case of 'Margery,' in a dark room, or in such dull red light as to require the use of luminous paint on objects to make them visible, will ever be accepted as final by a consensus of opinion. Those with the will to believe, will believe; those with the will to disbelieve, will disbelieve; those of a critical, scientifically trained mind will remain agnostics. It will be a question of belief, not of proof.

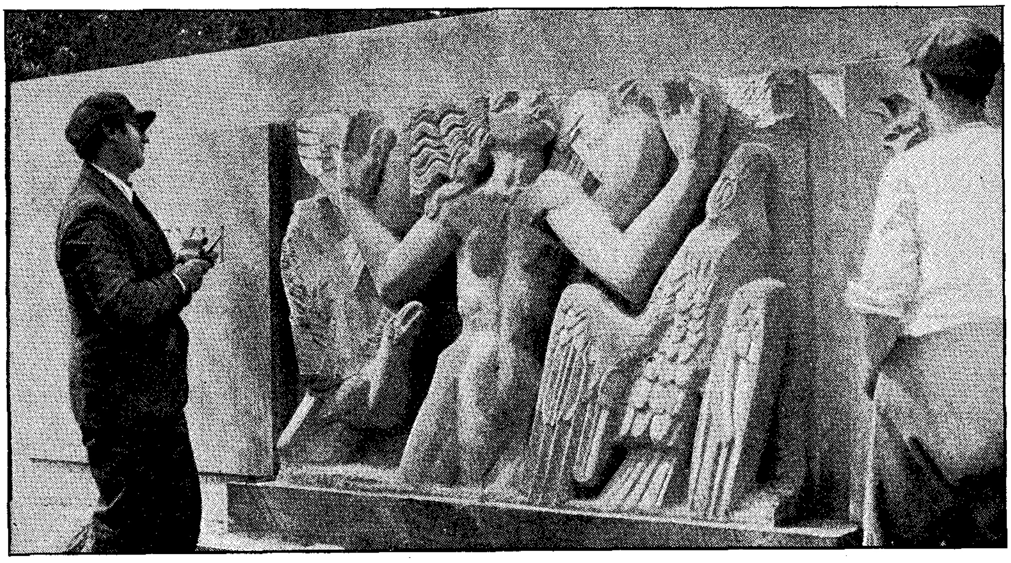
"The average layman does not realize how rigid is the control required by scientific methods in all laboratory research if any conclusions reached are to be accepted. And even then, such are the possible errors of observation and method, almost all, if not all, observations must be checked up and confirmed by independent observers before final acceptance."

# LETTERS - AND - ART

## LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

# EPSTEIN AGAIN STIRS UP LONDON

THE MOST HEATED DISCUSSION in London at present is about a question of art. Jacob Epstein's panel for the memorial to W. H. Hudson, set up in Hyde Park has made people "talk loudly and angrily, wisely or wildly, about art," says the London *Spectator*. "And a work of art which gets itself approved by a highly competent committee, and then throws part of the public and part of the press into a frenzy of indignation, has obviously performed a very useful function," it avers. But from the aspect of the controversy presented by the press, assent to the usefulness of the function is a long way off. The sculpture which decorates the Hudson Memorial, placed in the Bird Sanctuary of Hyde Park, is supposed to derive its inspiration from Hudson's "Green Mansions," and the main question is whether the nature book or the retiring author is in the least suggested by the grandiose conception that Mr. Epstein has evolved. The House of Commons and Bernard Shaw enter the debate and add to the general bewilderment over what to think of the new work. "Mr. Epstein has the unlucky, or the lucky, power of causing such public sensations," says R. R. Tatlock in the London *Daily Telegraph*, "and those who despair of curing that sick man of Europe, English Sculpture, have often welcomed Mr. Epstein's contributions to the art." Mr. Tatlock, a prominent critic, states one side:



LONDON'S ESTHETIC SENSATION

The memorial to W. H. Hudson, carved by Jacob Epstein, who on the reader's left is seen contemplating his handiwork. It is called "obscene," "outrageous," "coarse" by some, and highly praised by others.

> "The subject of the panel was suggested, we are told, by Hudson's 'Green Mansions.' It shows *Rima*, the Forest Genius, surrounded by monstrous flying birds. Perhaps the first thing to be said is that the sculptor has entirely failed to interpret the spirit of Hudson. If anybody doubts this, he has only to ask himself whether there would have been the remotest chance of Hudson coming to one's mind if the memorial had been unveiled simply as a work of art. It is inconceivable that this would have been the case. The conception no more suggests the gentle Hudson's 'little yellow finches in thousands amid the millions of pink peach-blossoms,' than it suggests the Tower of London. Either Mr. Epstein has never read Hudson, or else, having read him, he has misunderstood him badly, or else, what is much likelier, he never tried to interpret the spirit of Hudson or of any one else. It can probably be successfully argued that that is not or need not be a sculptor's business, that it would be just as reasonable to have expected Hudson the artist to interpret the spirit of Epstein the artist. This is no doubt a wise but it is not an expedient argument in the present case, for surely a Hudson memorial should be a Hudson memorial."

The point of the un-Hudsonness of the sculpture would appear to be pretty firmly established by Mr. Tatlock, until we come to read the critic of the London *Times*, who says:

> "As to the conception. I had not read 'Green Mansions' for nearly twenty years and had forgotten the details of the romance and the names of the characters; but directly I saw the first sketch of the panel, I exclaimed: 'Ah—"Green Mansions."' Formal purists may say that this is irrelevant to the merits of the panel as a work of art, but it seems to me that a sculptor who, without direct illustration, can get so close to the spirit of what, I venture to think, is Hudson's most characteristic writing as to recall it immediately after nearly twenty years has taken the first step to a worthy memorial to that great writer."

When the work burst upon the public gaze at the unveiling, the result was "disconcerting." And, no wonder, says the *Times* critic. "Hudson was a disconcerting person; and those who are repelled by Mr. Epstein's panel would have been repelled by Hudson's writings—if they had approached them without the support of his now fashionable reputation." The effect on the first audience is described by a "Hudsonian" in *The Sunday Times* (London):

> "I was present at the unveiling of this Memorial. We were, on the whole, a sympathetic gathering and prepared to be kind, and could not do it. After the shock of unveiling, we wandered about being polite to one another like a party of grown-ups in a drawing-room after a child has misbehaved in some distressing manner. We pretended that nothing happened, and contented ourselves with Hudson's memory, the Premier's speech, the view, the day, and the architect's and gardener's admirable setting for the bird sanctuary as a whole. But few of us looked twice at the panel, and fewer still spoke of it, and the Press next day behaved likewise.
>
> "No one expects sugar-cake work from any real artist, but if there is any good thing to be said for this panel, let Mr. Epstein's supporters come out into plain, set terms and tell us."

One cause for irritation is found in what some allege—that the panel is a memorial to Epstein, and not to Hudson. A view without prejudice is exprest by Mr. N. M. Robertson in *The Irish Statesman* (Dublin):

> "From the first instant I was imprest, all the more so because the newspaper photographs had failed to convey to me the beauty of the work which one must see in the setting for which it was designed. For that is one of the secrets of the sculptor, to design and execute for one place and no other, and that is why it would be cruelty to put this work in the cold light and disturbing

surroundings of a museum. The semicircle bordered with flowering trees and shrubs, the fine proportions of the wide low stone slab, and, most of all, the absolute appropriateness of the conception. Just a woman with arms uplifted and carvings of strange birds in and out. No intrusion of inadequate forms, but dappled, as it were, like the sun shining through forest trees. In a very long time hence it will look like the ancient carved stones left to us by long-forgotten civilizations. To see it one must look with a comprehensive eye, because it is one with nature as the rocks pushing their way through grass and heather

"All this Epstein has made out of a slab of stone and a cluster of trees in a London park, and is it not the greatest of tributes to his genius that he has created a sylvan mood within sound of whirring motor-cars and the roar of London? I felt that even the little crowd was under the spell altho trying hard to be disgusted. One heard words—'obscene'—'outrageous'—'coarse,' etc., and I knew that most eyes were obediently fixt on the stone woman's rather strange anatomy, and not on the complete work. She does not represent woman enshrined as a symbol of beauty, to be worshiped as such. She has the beauty of a tigress or a she-wolf in the innocence of a primeval forest, unwatched by the human eye. The sculptor's supposed nationality was creating some of the hostility, and looking at the faces in the crowd I saw a gleam of fanaticism, reminding me of the early days of the war. But they are wrong. Epstein came here from the East by way of the West, and he brings not the modern exquisite feminine concept, but rather the squaw such as the primitive man drew in caves. There is, perhaps, his error from the public's point of view. Perhaps Hudson would not have liked Epstein's *Rima*—probably not, because he was romantic, but he knew his mind to an absolute fraction, and he would never have joined the flock of enraged sheep, who, according to legend, are the most terrible of animals."

The Irishman may have written his article after scanning the London *Morning Post* to find this to disagree with:

"Art for art's sake is all very well, but even the most determined disciple of an austere school must admit that a memorial should have some relation to the general idea which it is intended to represent, and also be in harmony with the surroundings in which it is to find an abiding resting-place.

"The contribution which Mr. Epstein has made to the Hudson Memorial in Hyde Park is a signal instance of the curious incapacity of our countrymen to place the right thing in the right place, and to consider with a discerning eye the background and environment of its monuments.

"Mr. Epstein is a very distinguished sculptor, and we have neither the desire nor the technical qualifications to pass judgment on the figure which he was commissioned to place in this charming sanctuary. But the lay mind, making up in common sense, perhaps, for what it lacks in artistic knowledge, has already exprest itself emphatically concerning the figure's incongruity in such surroundings.

"Let us by all means be catholic in art, but do not let us become such slaves to a new and daring school, that we must have its manifestations in places where its presence is both absurd and stupid. We have a censorship for the theater, and there are some who would add an unofficial to its official control. But would it not be better to agitate for some censor who would watch over those committees whose purpose is to place monuments in public places?"

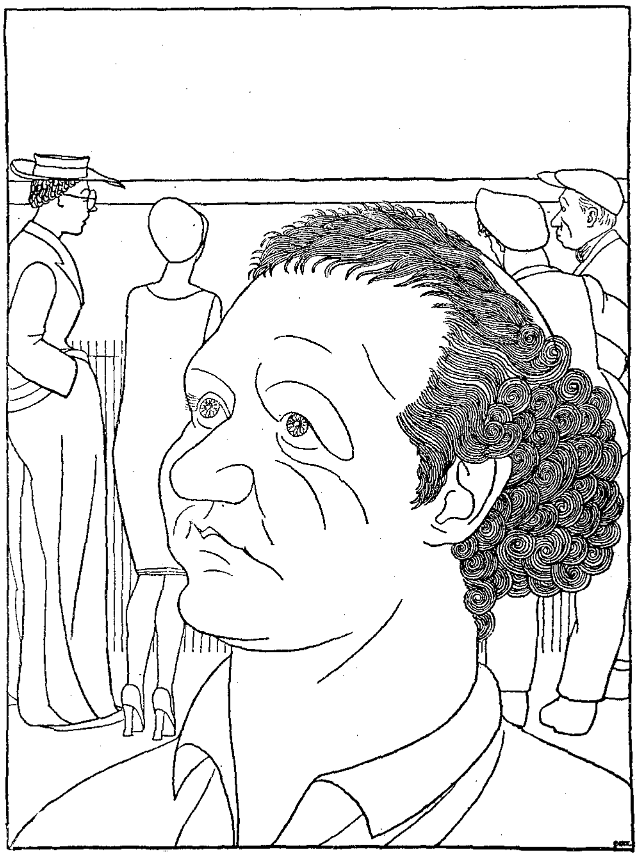
One man who writes to *The Morning Post* has been courageous enough to state the case for the "general public" and to stand up for their standards of taste. In it we see several great reputations attacked. The writer, F. C. Tilney, declares that "it is comment of an authoritative and satisfying kind that we always vainly await from the advocates of the subversions and uglinesses of modern art." All we ever get, he complains, "is the intimation that our taste is inferior." In answering Morley Roberts he writes:

"Mr. Roberts makes the gigantic error of supposing that art for the public should be that art (?) which is of the few. If memorials are to be commemorative, inspiring, and elevating, what is the use of their being subversive of universal tradition which is current mental coin; of their being ugly, mystifying, repellent, occult, cryptic?

"The 'native artistic sensibilities' of Britons are quite sound, and, on the whole, critically admirable. Public taste is not 'servantgalism,' as it has been called: it is the taste of people of culture, education, and refinement, who admire Praxiteles, della Robbia, and Cellini, but draw the line at Mestrovic and at Rodin, and Mr. Epstein at their worst. It is vastly superior, not inferior, to the taste of the hole-and-corner advocates, and gloriously healthy."

## DRAGGING IN BACON

INSTEAD OF SETTLING THE QUESTION of who killed Kit Marlowe, it seems that the discovery of Harvard's Dr. Hotson, recently considered in these pages, may possibly unloose the sleeping dogs of Baconian controversies. Nothing would probably please G. K. Chesterton better. In his personal journal, called *G. K.'s Weekly* (London), he or somebody concentrates on the murderer's name, changed from Francis Archer to Ingram Fraser, "or some name similar to Fraser." The form of the first name, however, holds all the mystery of which an attempt at unravelment is made, which if successful will rob Dr. Hotson of his newly acquired honors. But one must look to see if Chesterton does not write with "tongue in his cheek":



EPSTEIN, THE DISTURBER

In the background the modern generation views the new sculpture. The esthete on the left wears the current "Oxford bags."

—Quiz in the *Saturday Review* (London).

"There seems at first sight no particular reason why anybody with the name of Ingram should disguise himself as Francis. But students of Elizabethan affairs have learned to look below the surface; and are prepared to discover almost anybody disguised as anybody else. In this connection the great word cryptogram will naturally spring to the mind. Now a cryptogram means a writing that is concealed *in* some other writing. The natural translation of it into a shorter and more convenient form would be an in-gram. It is fairly obvious therefore that Ingram is not in this connection, properly speaking, a name at all. It is certainly in no sense a Christian name at all. This might account for the pious haste, not untouched with horror, with which some devout official (clinging to Catholic traditions even in days of persecution) hastily substituted the name of St. Francis. But it seems far more probable that the whole name Ingram Fraser was a cryptogram; possibly Cryptogram Paraphraser; and that the name Francis was a real name that slipt out by accident.

"But whose real name can it have been? Does not the name itself stir a memory and cause a thrill, in a group of inquirers who are commonly vigilant enough? Do they not remember their patron saint, their St. Francis, so much more sacred than those of Assisi or Sales, and by their account even more miraculous? Do they not instantly think of the greatest of all legal officials? Who else could be represented by Francis with a cryptogram instead of a surname? If the Baconians shrink from the thought that Bacon murdered Marlowe, let them consider how highly improbable it is that any important event should have happened in Elizabethan times without Bacon being the chief actor in it. And if Bacon was Shakespeare, he had a simple, straightforward and manly motive for killing Marlowe, that of jealousy against another dramatist. Did not Bacon describe himself, in those characteristically Baconian sonnets, as 'desiring this man's art and that man's scope'?

"But if it affords a chance for the Baconians, which they seem mysteriously to have missed, it also affords a new defense against them. All that learned citation of original texts is now subject to a new doubt. Are they sure that the name is Francis, and might not further study prove it to be Jeremiah? Henceforth, when the Baconian scholars come to us, having dug up out of the bed of the Wye an original parchment inscribed: 'Tell my Lord Burleigh to cause the Spanish King to have my romance called "Don Quixote" first imprinted in the Spanish tongue: Francis Bacon,' we shall know a new way of countering the attack. We shall say, in a deep and tender voice, 'Are you sure the name is Bacon? Are you sure it is not Wilkinson? Please go back and look; I have a curious feeling inside me that perhaps it is Wilkinson.' And then he will trot back and look at it a little more carefully; and, sure enough, it is Huggins."

## THE UNSOCIAL FILMS

AMERICAN MOVING-PICTURES are certainly getting us into trouble in foreign lands, whatever the satisfaction we derive from the commercial monopoly they enjoy. Only a week or two ago we were reporting England's chagrin and indignation that the native product had been driven out by the American interloper. Now we read of other charges. "American moving-pictures tend to shape English popular opinion on American literature," declares Mr. Basil Blackwell, the Oxford publisher, in the New York *Evening Post.* "Nine-tenths of the films seen in the playhouses in the British Isles are of American make and the film fans, too busy to read foreign books, assume that American authors are on a par with the Hollywood magnates." "The average Englishman," Mr. Blackwell avers, "is stedfast in the conviction that no good book can come out of America"; tho we were recently reading just the contrary in the London *Saturday Review* where the phrase was for long held as gospel. Mr. Blackwell is rendered optimistic by his discovery here of a new and vigorous school of novelists, and looks forward toward their gaining readers in England—but he puts it ten years off. Meantime the movies, if uncontrolled or unreformed, may work disaster. Lord Lee of Fareham told the English-speaking Union at a luncheon recently in London that the greatest obstacles to better friendship between Great Britain and the United States lay in the moving-pictures sent from this country. His words, reported in the New York *Times*, were:

"I associated with what I think was representative social America when I was there, but I have never met in the course of my travels in America with the circumstances shown in American films as indicative of social life. From the United States' point of view as well as any other to send us trash of this description is fraught with terrible consequences not only in this country but in every part of the world.

"It is a fact that in almost savage countries American films which are supposed to represent American social life are used in the most evil way by Bolsheviks and other propagandists. I found this true even in India, where I have heard it said in the bazaars:

"'Is this the way the sahibs live when they are at home?'

"This state of affairs can not be attacked by counter-propaganda. We have no English films, so we are unable to represent ourselves. The papers can not do much, because few people read them, whereas the language of the eyes is the same the world over.

"I think if the English-Speaking Union both here and in America fosters films representing the actual national mind they will be doing a great work in the interest of education and go far to reduce all sorts of dangers to decent civilization throughout the world."

The above, of course does not include all American films. Some of the best in the world are admittedly made here. But fairly frequent visits to the standard-priced houses will reveal what it is that troubles the British. Cecil Hepworth, writing in the London *Daily Mail*, shows some of the contrasting conditions in the two countries:

"On the face of it, it seems at least as easy for us to dump into the foreign market. But there are many things which make this impossible. The American market, through its excellently organized system of film exchanges, is mostly in the hands of the producers, who naturally keep it up to the work they organized it for, to distribute their own films.

"Public opinion, too, is entirely with them, for Americans do not like foreign films. I was at some pains to verify this when I was in New York a few months ago. An animal film taken in Regent's Park was meeting with unusual success for an English picture, and I was assured by the distributors that it was because there was nothing to indicate that it was not made in America.

"Another instance: A big film which met with tremendous success all over England last year was being shown in New York. Here are fair sample extracts from London and New York papers:

"'Full of life and happy laughter . . . charming film play.'—*Daily Mail.*

"'Truly a work of art.'—*Evening News.*

"'A wonderful picture.'—*Daily Express.*

"'A frayed and clumsy production . . . the heroine could just as well be suffering from the toothache as from the pangs of love.'—New York *Times.*

"'You'll enjoy this picture better if you stay at home. . . . Thirty years behind American films. The story is poor, the settings are poor, the costumes are poor, the acting is worse. . . .' —*Photoplay Review*, New York.

"The fact is, English and American tastes are almost entirely different. You can not make the Americans drink tea or the Englishmen chew gum. The English picture theaters have, by a long course of treatment, gradually eliminated from their audiences all those people who do not like American films, and it is now definitely true that those who are left actually prefer them to any others."

The New York *World*, after reviewing some of the mutual misconceptions of nations, admits the charges against ourselves, and hopes for a better day:

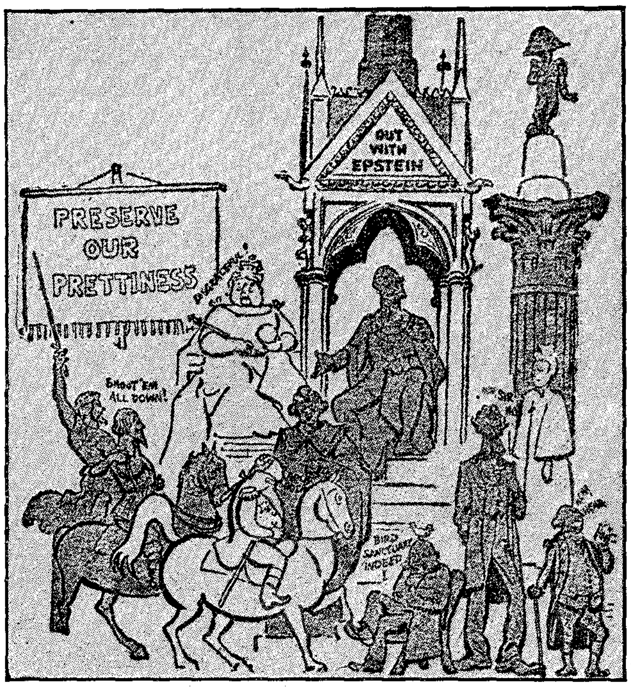
"*Punch* pictured the nightmare dream of a German private when America entered the war—a horde of Wild West cowboys sweeping all before them with six-guns and lassoes. There is no doubt that the Hollywood film has spread all over the globe a weird impression of American life, and Lord Lee of Fareham has reason to warn the English-Speaking Union of its dangers. What does the Finnish peasant, the Algerian water-carrier, the Singapore coolie think of America? To him it is the land of gorgeous mansions, butlers, expensively jeweled women and champagne parties; desperadoes blazing away over faro tables, human flies climbing skyscrapers, automobiles jumping over walls, vampires, posses disappearing in dust, detectives and pie-fights.

"It is useless to protest that such misunderstanding is the common fate of nations. True, a considerable body of our fiction-readers thinks of Russia as a gloomy region where bearded men walk about discussing murder, suicide and insanity. Another group of novel-readers believes that the English aristocracy wear monocles and preface every remark with 'Er—aw—weally.' In all Anglo-Saxon countries to which the Paris yellow-back has penetrated people are convinced that the less said about French morals and family life the better. But these prejudices are comparatively weak and may be left to education. The cinema, on the other hand, reaches a vast world audience of illiterates and carries an impression of photographic realism. What Asiatic spectator with the photograph before his eyes can doubt that America riots between millionaire palaces and saloons filled with fighting he-men?

"The question of a remedy Lord Lee wisely skirted. It is easy to say that we should produce films which truly mirror American life, but the public does not demand picturizations which truly mirror American life. When it does it will be possible to ship better-balanced films abroad."

## SHAW'S DEFEAT IN PARIS

SHAW'S "ST. JOAN" proved the author's Waterloo in Paris. And a French critic, Claude Berton, tells him why. Of course Mr. Shaw does not think of it in any such terms as failure. He jauntily observes, "I have educated London. I have educated New York, Berlin and Vienna. Moscow and Stockholm are at my feet, but I am too old to educate Paris." Not too old, retorts Monsieur Berton; but too boring. And the French, after the play was shown to Parisian audiences, found him not only boring, but irreverent. Monsieur Berton draws up his charges in the form of a parable in *Les Nouvelles Littéraires* (Paris), and imagines the event of a French writer presenting two comedies, one in New York and one in London, cast in the Shavian manner. He figures the Frenchman dealing with Lincoln in one and Nelson in the other, and asks if American and English audiences would wildly applaud the appearance of these great men, accompanied by facetious companions. "Would the burlesque travestying of the critical times of their history please them very much?" We read:


OUT WITH EPSTEIN
PRESERVE OUR PRETTINESS
SHOOT 'EM ALL DOWN!
BIRD SANCTUARY INDEED!

"OUT WITH EPSTEIN"

A meeting of statues in Hyde Park, Albert the Good in the chair, to protest against the Bolshevist tendencies in modern sculpture.

—Low, in the London *Star*.

"I have imagined the scenario of an 'Abraham Lincoln' by Sacha Guitry. The play is put on at the Garrick Theater in New York, as was 'St. Joan.' There are present among the audience, as in Paris, members of the American Government, the thundering Senator Borah of the Committee of Foreign Affairs, Secretary of State Kellogg, gentle and experienced, writers such as Sherwood Anderson; millionaires, a Mæcenas like Otto Kahn; actors like John Barrymore; screen stars such as Pola Negri—to sum up, the exact American counterpart of the audience of the Théâtre des Arts. The French author of this 'Abraham Lincoln,' Sacha Guitry, who was so respectful when treating Pasteur, shows *Uncle Abe* in a series of tableaux which develop the simplicity and the candor of the great 'Humble Abraham Lincoln' from the time of his romantic and so nobly unselfish behavior at the death-bed scene of Anne Rutledge, his fiancée deceived by a seducer; then showing his attitude before the war with Mexico; his first set-back in the Senate, his conversations with John Brown on Abolition; his election to the Presidency in the midst of the storm of the War of Secession; the disaster in the North; finally Gettysburg; the victory of the North; the reelection of Lincoln and his assassination in the theater, on Holy Friday, by an actor intoxicated with a desire to play the rôle of a Brutus. As in 'St. Joan,' Sacha Guitry's 'Abraham Lincoln' closes with an epilog in which Lincoln, Walt Whitman, Emerson, Grant, Lee, Jefferson and the murderer Booth converse on the Ku Klux Klan (founded at the end of the Secession), on the great European War and the vicissitudes of Prohibition. They would discuss the Oil Scandals and the Fourteen Points of President Wilson. Finally, Lincoln, paraphrasing his famous declaration, 'Just as I would not wish to be a slave, I would not wish to be a slave-owner,' would add just at the hour when the cock crows and when the shadows fade away: 'When, then, O my God, will a world be made in which man does not have to live constantly faced with this alternative: to be a slave or to be the owner!'

"I do not believe that an American audience, the same which applauded 'St. Joan,' would listen with pleasure to a comedy where the venerated memory of the 'rail-splitter'—a martyr also to his liberating work—would, altho respected, be mingled with mocking pleasantries. The Americans recently applauded John Drinkwater's rendering of 'Abraham Lincoln,' which with pious care retraced the episodes of the great man, and a 'Father Abraham' of Irving Bacheller has just appeared showing the vicissitudes of the Civil War and physiognomy of Lincoln during those tragic years when the Union almost collapsed, tho to-day the arbiter of the world."

Turning to the "English" half of his parable, Monsieur Berton imagines himself in London at the New Theater in St. Martin's Lane where "St. Joan" was played. He envisages a "Nelson" written by Alfred Savoir, conceived also along the lines of Shaw's "St. Joan":

"It follows the same plan of mingling caricature with drama and of incorporating a noble figure in the midst of buffooneries, heavy oratorical declamations which embarrass the spectator, and closes with a fairy-like scene.

"The audience at the New includes, instead of Painlevé, Baldwin with that dissatisfied look of his, and Churchill with his air of self-satisfaction. Lady Diana Manners, a lady of the world and movie star, replaces Pola Negri. The élite of London Society is present at the New where Savoir is showing his Magic Lantern. His 'Nelson' does not offend the memory of the glorious sailor, but, as if by chance, the author vents his humor on those gentlemen of the Admiralty, on the French Revolution, the Emigrés, the Jacobins, Lord and Lady Hamilton, also Emma Lyonna, Nelson's great love. In the hands of an author like Savoir, who is happy when portraying sinister women, a personality like that of Emma Lyonna takes on the air of reality and lives. And Emma Lyonna moves in the life of the great man as *Bacchante*, *Ariane*, *Miranda*, *Sibylla*, *Circe*, in all the costumes appropriate to each; the disguises which correspond to the travesties of reality in the comedies of Shaw, the fallacious representations of reality right through to the day when Nelson dies victorious in the cockpit of the *Victory*, after leaving on his table an unfinished letter addrest to the crafty comedian who just falls short of dishonoring him.

"In order to offer as in 'St. Joan' a review of the past blended with the present, *Nelson's* ghost converses with *Napoleon*, *Lord Jellicoe*, and *Villeneuve*, making allusions to the submarine warfare, the great American naval maneuvers in the Pacific, the immense ocean where the United States are extending their growing dominion.

"I do not believe that such a *Nelson* presented in such a way would have the slightest chance of being tolerated in England. I am quite certain that the French playwright, if he came to present the play to the English, would not run the slightest risk of being treated as a great man.

"We ourselves have a 'Joan of Arc' written by one of our best compatriots, a poet and himself almost a saint, Charles Péguy. His 'Joan of Arc' is written on noble lines. She is one of the people, a peasant. She expresses herself with an abundance of words, with repetitions of sentences which are like the language of the people whose thoughts do not crystallize except after turning over the germ of the idea two or three times in their minds, a habit resulting from their tasks begun again each day in the same way and with the same courage and the same resignation.

"Then how is it that an experienced man of the theater, an expert in dramatic situations, has not had the idea of offering a French character-portrayal of this French heroine?"

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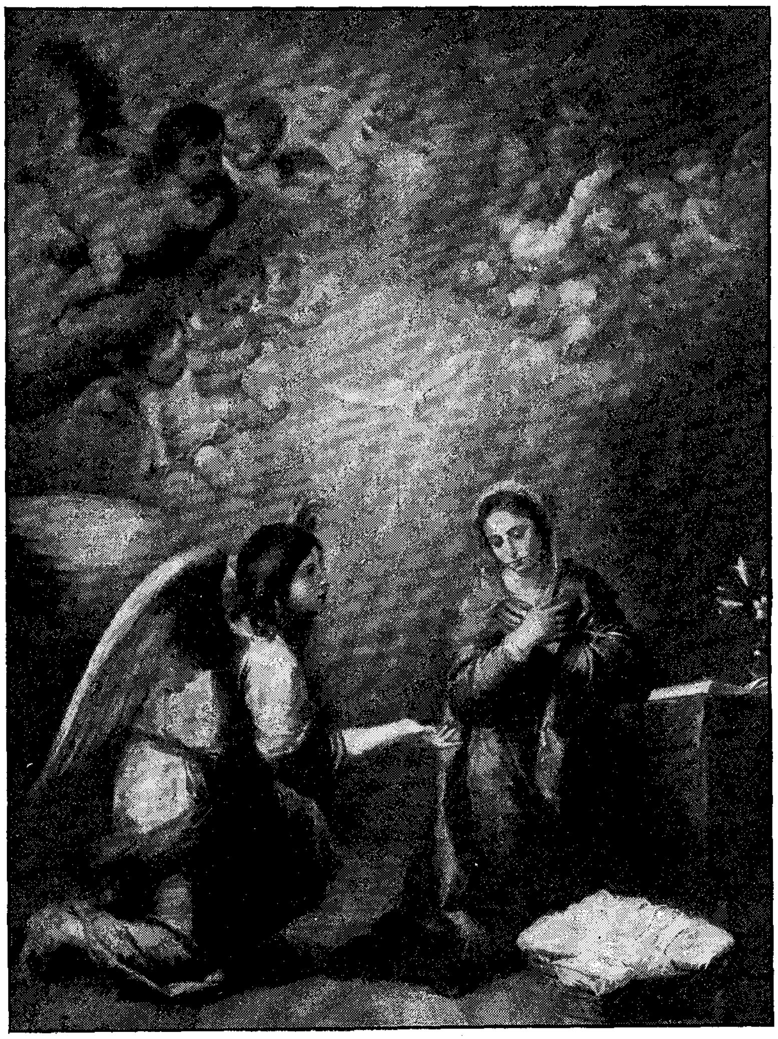
The artist who painted the design for the cover of the June 6 issue of THE LITERARY DIGEST was L. A. Ramsey, and not F. A. Ramsay, to whom credit was inadvertently given.

# RELIGION-AND-SOCIAL-SERVICE

## THE ARGUMENT ON THE VIRGIN BIRTH

THE QUESTION OF THE VIRGIN BIRTH is the chief dispute between the Fundamentalists and Modernists, as recent and continuing controversies show, and the times appear to justify a brief article setting forth the arguments for and against this cardinal doctrine. To the Fundamentalists it is the keystone in the doctrinal arch, for, if the Virgin Birth be accepted, it follows that there can be no difficulty in accepting the Resurrection and the other miracles of the Gospels. An account of the miraculous birth appears in two of the Gospels. It became a cardinal doctrine in the early Church, and survives in the creed to which the whole of the Catholic Church and many millions of the Protestant Church subscribe. Latterly, however, it has become the central point of the dispute between the conservative and liberal elements of the Protestant Church, the former holding that it is essential to the structure of Christianity, the latter, that belief in the Virgin Birth is not essential to Christian life and to ultimate salvation.


THE ANNUNCIATION (MURILLO)

The traditional doctrine of the Church is found in the great confessions, for example, in the Apostles' Creed, "I believe . . . in Jesus Christ . . . who was conceived by the Holy Ghost, born of the Virgin Mary"; and in the Nicene Creed, "who . . . was incarnate by the Holy Ghost of the Virgin Mary." In the latter part of the eighteenth century an attack on the doctrine was made by Thomas Paine and by Voltaire, and now by a portion of the Protestant Church it is regarded merely as a legend borrowed from antiquity to explain Jesus' personality and influence on mankind. In their arguments against the Scriptural "proof," the liberals point to what they term the contradictions in the Gospel accounts and to Jesus' own silence on the nature of his origin. In his "The Man Himself" (Doubleday, Page & Company) Rollin Lynde Hartt, author and former Congregational minister, writes that of the two of Jesus' four biographers who say he was miraculously born, "one thinks so because Mary's betrothed had a dream to that effect, the other because of the prophesy, tho the truth would have rested upon the testimony of one woman, Mary herself. Nor have we any testimony from her as to that. Instead, the biographers quote Gabriel, an angel." Referring to the genealogical "inconsistencies" in tracing Jesus' lineage to David through Joseph, Mr. Hartt says, "consistency was not the ideal of Jewish chroniclers." On the other hand, he goes on,

"Our own minds are not so made. We resent inconsistency. In much the same spirit we resent incongruity. Were the legends of the Virgin Birth less exquisitely phrased, many might see in them a recrudescence of the stories in which angels mate with mortals or note a resemblance to the miraculous births so common in mythology. Sheer literary art prevents. There are even those who say the legend enhances the glory of God.

"The doubters (numerous theologians now doubt the Virgin Birth) are moved less by esthetic than by intellectual repugnance. The story affronts reason, and in these modern days there is growing up a belief—heretical as yet, but nevertheless, to be reckoned with—that truth is reasonable. Moreover, many are unwilling to credit the legend because it makes the rabbi of Nazareth a supernatural being, automatically moral, in which case what value to mere humans has his example?"

The evidence of the Scriptures is criticized on the ground of inconsistency by Salomon Reinach in "A Short History of Christianity" (G. P. Putnam's Sons), as translated by Florence Simmonds. Says M. Reinach, a noted French author and philosopher:

"Collation of our Gospels, and perception of the successive strata which compose them prove that even the legend of Jesus as taught by the Church is not supported in all its details by the texts adduced. The miraculous birth is not mentioned in Mark; it seems to have been deliberately ignored by John, who accepts the Philonian doctrine of the incarnation of the Word, 'the first-born God, the Second God, the intercessor between God and man,' making, however, an essential addition of his own by identifying this 'Word' with the Messiah. In Matthew and in Luke the miraculous birth is recorded with conflicting details. Jesus himself never alludes to it, and His parents do not understand Him, when they find Him in the Temple and he speaks of His 'Father's business' (Luke 2:50). The fact that Matthew and Luke give two genealogies (irreconcilable one with another), which trace the descent of Jesus from King David through Joseph is a sufficient evidence that the idea of the miraculous birth was introduced rather late into the tradition. These genealogies, and no doubt others no longer extant, were composed to confirm the Jewish belief that the Messiah would be of the family of

> David; the story of the divine birth was, in its turn, introduced when the idea of the divinity of Jesus had become familiar.
>
> "The Gospels speak with great simplicity of the brothers and sisters of Jesus. According to Matthew (1:25), He was the eldest of the family. The notion that these brothers and sisters were cousins or children of Joseph by a former marriage is a mere theological subtlety. Belief in the virginity of Mary has forced ecclesiastical writers to explain or rather to eliminate the relationship."

Turning now to the argument for the Virgin Birth, we find Dr. Louis Matthews Sweet saying in the preface to his "The Birth and Infancy of Jesus Christ" (The Westminster Press) "that, while the question of the miraculous birth may be and often is considered apart from other problems of Christology, yet, logically, the entire mode of interpreting the Incarnation is involved." Dr. Sweet, who is professor of Christian Theology and Apologetics at the Biblical Seminary, New York, says that the traditional explanation of the use, acceptance and circulation of the Gospel story of Christ's birth in the early Church is the only satisfactory and consistent one which fairly meets and adjusts the facts of the case. The belief that Jesus was the son of Joseph and Mary does not represent the mature views of any known apostle. "If it be true," he writes, "that the belief in the natural derivation of Jesus from Joseph was general during the lifetime of Christ, we have to account for the change of opinion on the part of at least the dominant element among the apostles and their disciples, who were under the influence of John and acquainted with the family of Jesus—a change of opinion which resulted in the firm establishment of the doctrine in the official documents and formal confessions of the Church by the close of the first century." In explaining why there are two accounts of the Virgin Birth in the Gospels, Dr. Sweet says that there are two contrasted phases of the event, one the Jewish-theocratic phase, in connection with the historic hope of the Jews for a Messiah; the other, the broadly human or universal phase, which had a special significance for all mankind. These would compel two very different modes of expression, which they have had at the hands of Matthew and Luke, each rendering the account according to his particular interest and requirement. Mark's Gospel was a compilation made from sermons of Peter, containing much biographical material, tho it is not biography. "The Gospel of Matthew and Luke represent a natural and inevitable demand for greater details in the life of Jesus. Mark's silence on the subject of Christ's birth is no more conclusive than his silence on many other points." His silence, continues Dr. Sweet, "proves absolutely nothing about the youth of Jesus, or else it proves that he had none." John, we are told, did not mention the miraculous birth in his Gospel for a good and sufficient reason:

> "The miraculous birth was simply an item in a larger controversy in which he was absorbed, body and mind. No one denied the miraculous birth except as an item in a larger denial. The controversy in which John was absorbed concerned the reality of the Incarnation. There was no controversy as to the Virgin Birth considered in itself. . . . All who accepted the Incarnation accepted, as a matter of course, the miraculous birth. When, therefore, John wrote the sentence, 'The Word became flesh,' he gave his allegiance to that entire systematic interpretation of Christ with which, in the mind of the early Church, the miraculous birth was inseparably bound up. . . . To count him on the opposite side of this controversy can be done only at the expense of his honesty or his intelligence."

As to Paul's attitude on the Virgin Birth, there is no hint of a controversy between him and Luke, his friend and fellow-traveler, a firm believer in the miraculous birth, on the subject, says Dr. Sweet, "and the absence of any hint of a controversy between them on this or any other important question seriously impairs the argument from Paul's apparent neglect of the doctrine." There is nothing in his phraseology inconsistent with the accepted doctrine. Dr. Sweet's conclusion is "that we have no warrant for supposing that there was in any mature apostle's mind any other belief than the one which we have been taught, that Jesus was supernaturally begotten, and born of the Virgin Mary." As to the argument that in rejecting the miraculous altogether we leave untouched the substance of Jesus' character and work, Dr. Sweet writes:

> "To this, the answer must be returned that, as has already been said, the miraculous is an essential part of the record so vitally interwoven with the entire fabric of testimony to Christ, that it can not be eliminated without loosening all the threads. In addition to this, it must be said that without miracle as an element of His character and mission, the original establishment of belief in Him would have been impossible.
>
> "Again, when it is argued that Jesus may be received as the Son of God without the miraculous birth, I answer: Theoretically, this is true, just as it is that Jesus might be received as the Son of God without miracle, and, as the Conqueror of Death without the Resurrection, but that He was not thus constituted is a part of the record—an element in that first testimony to Him by those who were eyewitnesses of His glory, which is our reliance. And it seems to me that it might be argued, in addition, that a miracle in the physical realm was necessary to indicate a new beginning in humanity, and to prepare for Him a human nature adequate to His self-revelation. I am not disposed, however, at this point, to urge this proposition, but I do urge that the Virgin Birth is an integral and congruous item in the unique life, which belongs to the story of the unique Person. It will take strong arguments to dislodge it, for it would be strange indeed if He, whose person was unique, whose character and influence were unique, whose work was unique, whose experience in death and whose entrance into the unseen were also unique, should have nothing out of the ordinary to attend His entrance into the world when, of all times in His life, it would be necessary that His importance to His own people and to the race should be unmistakably indicated."

## CANADA'S LEAD IN CHURCH UNITY

THE MOST ADVANCED STEP toward elimination of denominational lines yet undertaken appears in the merger of the Methodists, Presbyterians and Congregationalists into the United Church of Canada, tho Canada, like Scotland, has her "wee frees," who are unable to lower their own standard to march under the new banner. Indeed, reports indicate that the Presbyterian remnant is exceedingly wrathful over the division, whereas the other two denominations, almost to a church, are exultant over the culmination of their plans. The union, which officially went into effect on June 10, after twenty-two years of negotiation, has excited much interest on the hither side of the border also. Here, with exceptions similar to those in Canada, the new church is cordially greeted by the denominations affected. The approximate membership of the United Church, according to the Associated Press, is 652,000, including 414,000 Methodists, 226,100 Presbyterians, and 12,200 Congregationalists. There are 8,806 churches and a ministerial force of 4,467 in the new church. It is a great achievement, according to majority opinion, which is, perhaps, best exprest in this exultant note sounded by *The Christian Guardian*, organ of what was the Methodist Church of Canada:

> "If this doesn't move you and stir you out of yourself and touch your imagination with some strange breeze from the hills, then what will? In two thousand years the Christian Church has never attempted anything quite like this. Since the day that Jesus uttered that great prayer of his, pleading that his followers might all be one, there has never been anything so significant or so difficult undertaken by a considerable body of his followers looking toward a fulfilment of that prayer."

But the continuing Presbyterians indicate a strong determination to stand by the "auld kirk," and a bitter sermon against the union was preached a few days after it went into effect by Dr. Ephraim Scott, Moderator of the continuing Presbyterians and editor of *The Presbyterian Record*. As he is quoted by the Rev. W. B. Norton in the Chicago *Tribune*, Dr. Scott said:

> "A storm of ecclesiastical and civil tyranny has swept over

our church. It has left wreckage in its trail, sore hearts, severed friendships, divided families, split and shattered congregations, division everywhere, with loss untold in her fields near and far. Our church has been undone by political methods. It is the greatest wrong in all the Canadian story, the blackest day in all the annals of Canadian life. It was the greatest of crimes against the living and broke faith with the dead. It is a moral crime unequaled in our history."

South of the border, *The Central Christian Advocate* (Methodist) characterizes the day the union went into effect as a "red-letter day for Canada," and says that despite the opposition of the irreconcilables, the new church will be "a great union enterprise comprising the overwhelming majority of the Protestant population." Furthermore, we are told, "the union is unquestionably one of the most significant and prophetic religious movements of our time and is destined to have a salutary effect in the United States and other parts of the world, as well as in Canada." The Nashville *Christian Advocate*, an organ of the Southern Methodist Church, imparts its benediction to the union, and says, "all Methodists of the Southland will pray for the peace and prosperity of the United Church of Canada." The one disappointing factor in the situation, as *The Continent* (Presbyterian) sees it, is the refusal of so large a number of Presbyterians to go with their church into the union. According to *The Continent*,

"It can not yet be determined with accuracy just how much of the former Presbyterian Church of Canada has refused to enter the union. According to figures given by the 'continuing' group, up to the end of April, 101,403 Presbyterians had voted for union and 106,841 against. The opposition claims a total of 627 churches, 431 of which are in Ontario. Possibly it has secured a numerical majority, but it now appears that the real strength of the church has entered the union. It is to be regretted that this experiment in church union could not have gone forward without any 'wee free' element to interject such an element of uncertainty as to its value and success."

A stronger note of regret that "such an honest effort to get away from sectarian narrowness, to adjust old quarrels and controversies in the light of loyalty and service of a common Lord" has met with so much opposition comes from *The Congregationalist*.

This is the more regrettable, we are told, because the church-union movement in Canada has not been entirely free from valid criticism from a progressive standpoint. The plan of union is said to have a Presbyterian cast, which makes it the more difficult to understand Presbyterian opposition. *The Congregationalist* cites this as one of the questions asked at ordination to ministry in the United Church: "Do you believe the Scriptures of the Old and New Testaments to be the Word of God and the only infallible rule of faith and practise?" and suggests that such a requirement as the question imposes is not far removed from what is imposed by the Westminster Confession or other "elaborate" creeds. "In so far as it differs," asks *The Congregationalist*, "has the principle been altered?" The new age, we are told, "demands and will increasingly demand what Jesus himself asserted—the freedom of the truth and the recognition of its authority as above all authorities. A simple obligation of loyalty to Christ would mean far more in the ordination both of elders and of ministers than all this sycophancy toward elaborate creeds, standards and disciplines that bear upon them the marks of the past rather than the hope of the future."

But it is just the lack of "marks of the past" of which *The Presbyterian*, a Fundamentalist organ, complains, for, as *The Presbyterian* sees it, the union really marks an effort to unite the rationalists and evangelicals into one church, possibly to build up a national church which "would develop toward prelacy, if not toward popery." The rationalists are the Methodists and Congregationalists, according to this category, and the evangelicals are the Presbyterians. To unite them, says *The Presbyterian* "must result in conflict, confusion and grief. We congratulate our Canadian Presbyterian brethren on their faithful, manly stand for their liberties and faith."

# THE CATHOLIC VIEW OF EVOLUTION

THE THEORY OF EVOLUTION is an open question on which the Catholic Church, we are told, stands ready to render judgment whenever the case for and against the theory is concluded. Contrary to opinion exprest in some quarters, it is pointed out, the Roman Catholic Church is not committed against the theory, and there are Catholics, as well as Protestants, who accept it and others who believe that the evidence for it is insufficient, if not entirely lacking. The Rev. Father John J. Wynne, editor of *The Catholic Encyclopedia*, who upholds the principle of teaching evolution as a scientific theory of human origin and disapproves of attempts to legislate against teaching it, is quoted in the New York *Times* as saying, "the subject of evolution is neither outlawed nor ignored in *The Catholic Encyclopedia*, nor in the general book edited by me under the title of 'Universal Knowledge.'" Commenting on the subject of coercive legislation, he said:

"We are not in favor of making laws against the teaching of evolution if it be taught properly. Evolution should be taught as a scientific hypothesis, with the facts which tend to support it and the facts which tend to discredit it impartially displayed. It should neither be preached as dogma nor attacked as heresy.

"Nor are we in favor of having evolution tried in the courts. It is a matter for scientists, rather than jurists, and scientists are very few in number and slow to speak."

There are Catholics who accept the theory of evolution, others who consider it a fruitful, working hypothesis, others who flatly reject it, says *The Commonweal*, a New York Catholic weekly, naming some Catholic scientists who champion the theory and some who do not accept it. In another issue *The Commonweal* sets forth its position on the question thus:

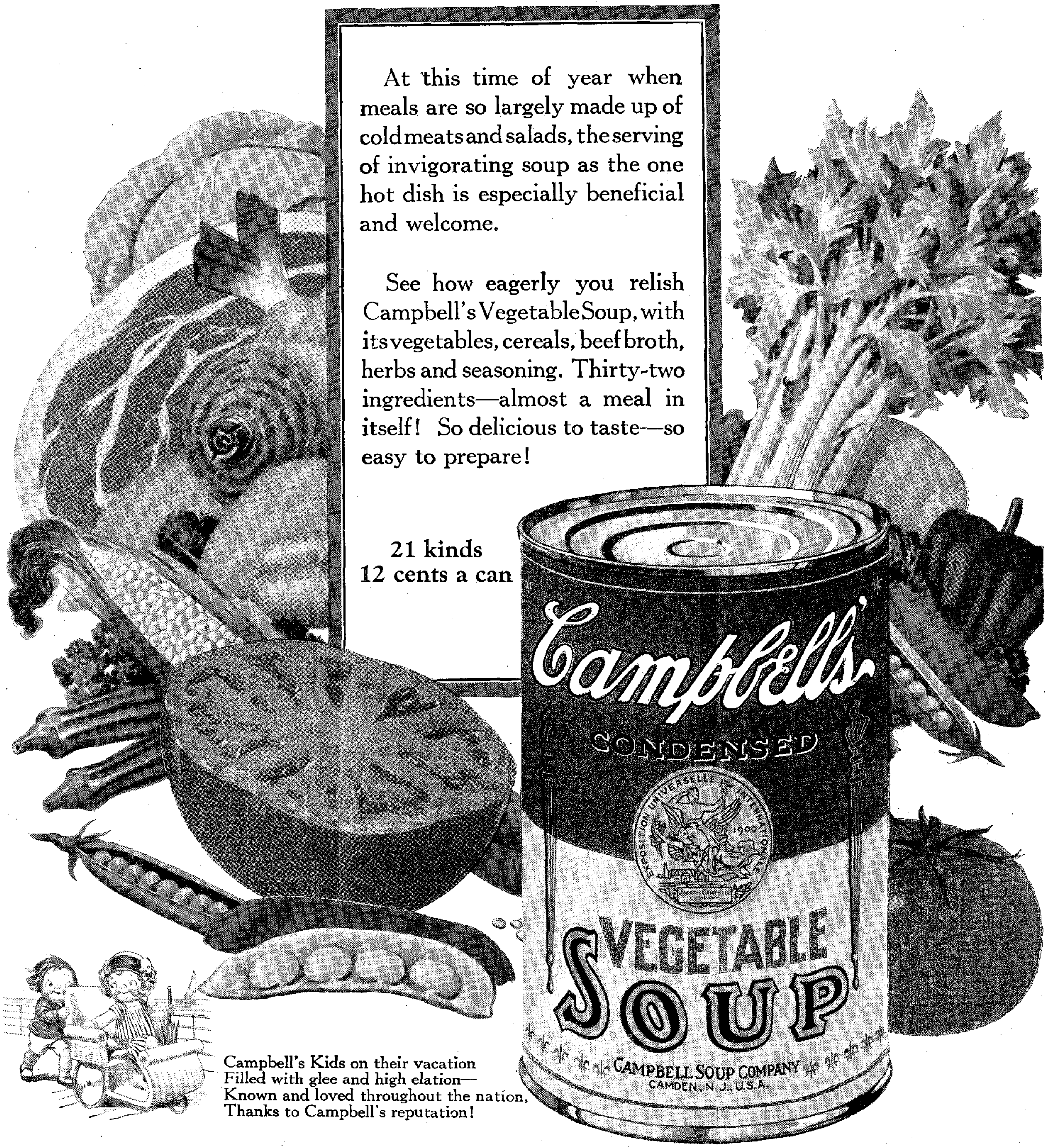
"Evolution—for the present at least—should be taught as a theory and not as established truth, and the arguments against as well as those in favor should be stated. It should be taught that it may have been the method of creation; but that even so, it can not and does not, as men like Darwin and Huxley admitted, in any way exclude the idea of a Creator. From our point of view, it can never be admitted that man's soul comes under the sway of evolution as the teaching of many indicates—in flat contradiction, as we think, not merely to revelation, which settles the matter for us, but to all common-sense psychology. Indeed, this is the opinion of many important thinkers outside the Church.

"And with regard to the formation of man's physical frame, let us beg that those who are teaching the subject will face fairly the fact that the actual as apart from the imaginary evidence for its production from that of a lower animal, is very far from convincing. Of course, many will admit that in private, who are more reticent in public; but such is the fact nevertheless, and the statement made some twenty years ago by the eminent paleontologist Branco, that the only honest thing for science to say is that it knows nothing of man's ancestry, still stands unaffected by any intervening discoveries. . . .

"With a fair exposure of the subject in all its aspects, and on honest lines which must be water-tight against the criticism of the non-Catholic listener, and more especially with that philosophical treatment which we have already desiderated, the student will go out into the world knowing what the papers and magazines are writing about—which is more than the favored inhabitants of Tennessee will be able to do. Moreover, he will go out knowing what are the weak as well as the strong points of the subject, which is more than can be said for the favored products of some State universities possest of teachers with the blind eye ever to the telescope when it is a case of the 'cons.' Every man and woman going out into the world to-day has to face religious difficulties, and that he may be able to face them successfully is the chief *raison d'être* of his education. 'What!' some one may say, 'is that what you think? What about his worldly career?' That will not be interfered with by his having an adequate knowledge of the other matters, and if it were—what after all is man brought into the world for? To save his soul or to accumulate dollars? It is for our teachers to see that their pupils are provided with the needful weapons for their future conflict, and one of these is an adequate idea of the position of evolution as at present set before the public."

# Vegetable Soup

# Serve it as the one hot dish of the meal!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Thanks to Campbell's reputation!

# CURRENT ▾ POETRY

*Unsolicited contributions to this department can not be returned.*

THE circus is abroad in the land, and who but the youngest of poets, for poets know no age, should sing of its glamors. This in *Harper's* (June):

### CIRCUS-RIDER TO RINGMASTER

[Casterbridge Fair]

By Thomas Hardy

When I am riding round the ring no longer,
Tell a tale of me;
Say, no steed-borne woman's nerve was stronger
Than used mine to be.
Let your whole soul say it: do:
O it will be true!

Should I soon no more be mistress found in
Feats I've made my own,
Trace the tan-laid track you'd whip me round in
On the cantering roan:
There may cross your eyes again
My lithe look as then.

Show how I, when clay becomes my cover,
Took the high-hoop leap
Into your arms, who coaxed and grew my lover—
Ah, to make me weep
Since those journeys joyed in so
Ever so long ago!

Though not now as when you freshly knew me,
But a fading form,
Shape the kiss you'd briskly blow up to me
While our love was warm,
And my cheek unstained by tears,
As in these last years!

Something to set to music if one has the flair. Perhaps it is included in the Detroit *Educational Bulletin* to tempt some one:

### SHIPS THAT COME HOME

By Mary Carolyn Davies

When my ship comes home! When my ship comes home!
But shall I wait on shore
And dream of when my ship comes home—
White sail and flashing oar?
I'm going to steer it home myself,
Not wait on land without it:
For no one's ship comes drifting in
Who only dreams about it!

When my ship comes home! When my ship comes home!
Myself I'll fill the hold—
I'll know that when my ship comes home
With white sails flashing bold,
'Twill bring the things I wish. Our flag
To ocean winds we'll fling it!
For each one's ship comes home at last
If he helps Fate to bring it!

Take an old adage and you can often turn it inside out, as Mr. Wood does here in *Scribner's*:

### THE SINGING SAVIOURS

By Clement Wood

"Dead men tell no tales!" they chuckled,
As the singing saviours died,
A few serene, the many shackled,
Scourged, tortured, crucified.

Dead men tell no tales. . . . Is Shelley
Dust blown dumbly over the ground?
Are Keats and Burns silenced wholly?
Do Milton's stiff lips give no sound?

Is Shakespeare voiceless, Dante tongueless?
And, in this black, protesting year,
Is the dead Jesus wordless, songless?
Listen. . . . They are all that you can hear!

Every one has his "Devon" in June. This little legend in *The Cornhill Magazine* (London) makes a universal appeal:

### HERITAGE

By Nancy Byrd Turner

My mother's great-grandmother
A lass from Devon came;
Her little body is dust so long
I've nigh forgotten her name.

Her wistful legend only
Has stood the wrack of years,
How always at the summer's flood
Her laughter broke to tears;

She'd blunder with her baking,
Her stitches ran uneven;
She'd droop above her churn and sigh,
"Ah me, it's June in Devon!"

It made a family byword
Long after she was dead;
"As fine as June in Devonshire,"
Her children's children said.

Across the world I journeyed
One year, as summer came,
And stumbled on her little heart
Who had forgotten her name,

And found beyond refuting
What made that crooked seam,
What burned the biscuits in their prime,
And spoiled the mellow cream.

O little great-grandmother,
The dream that bound your brow
Has touched my own unwitting eyes—
It's June in Devon now!

A reader sends in *Adventure* (New York) and wonders if "some of these 'he-man' magazines" might not be quotable. So we give the "he-man" his day:

### PLOWMEN PIONEERS

By S. Omar Barker

Strong men have gone adventuring
Since Adam saw the sword,
And some have died to serve a king,
And some to serve the Lord;
And some to serve their own red blood
That knew the wayward call
And answered it and found it good,
From Wrangel to Bengal.

And we have roused good songs for lads
Who, whether young or old,
Have entered life's Olympiads
Adventuring for gold.
So have we sung the sons of war;
And so we sing them now.
But who has twanged a ballad for
The heroes of the plow?

West over prairies, through strange hills,
Calm pioneers fought on—
What? Was it gold that thewed their wills
And led to Oregon?
Long muskets hooked beneath their arms—
Afraid of none but God—
They carried plows to virgin farms;
Lean soldiers of the sod.

These were the men who saw wild grass
With creeping death astir;
Who fought red terror in the pass,
And braved the massacre.
They loved the smell of virgin soil,
The fertile feel of loam,
Yet mingled daring with their toil,
And so, at last, came home.

Their furrows down the field of years
Are straight and true and deep.
O simple plowmen pioneers,
God rest you in your sleep!
And we who swell with lusty breath
The ballads of the brave,
Will rouse a chant for noble death,
And sing it o'er your grave!

The writer of these in *The Double Dealer* (New Orleans) calls them—for you to guess why—

### POEMS OF PREPARATION

By Joseph Upper

#### FINALE

When the curtain comes down
And does not go up again,
It is a signal to the spectator
That the play is over.

Why do you sit stupidly in your seat
Blinking with foolish expectancy?

Get up!
Get up and go out of the theater.
Do you hesitate because it is dark out there?
It will soon be dark in here, too.

#### HISTORY

It is in the story books that we read:
"And when the smoke of battle had cleared away . . ."
But you must remember:
The vanquished did not see this.

#### SILENCE

When I go into my house and shut the door,
It is nobody's business what I do there.

When I was going to and fro in the street,
my friends and neighbors said,
"He tries our patience too much.
There is no putting-up with him."

Let them knock at the door of my house now.
I will send Someone in black to tell them,
"He is not to be disturbed."

Here is a little drama of the soul in *The London Mercury*, and like a short play by Strindberg, one of the characters is mute:

### TO MY SUB-LIMINAL SELF

By T. Thornely

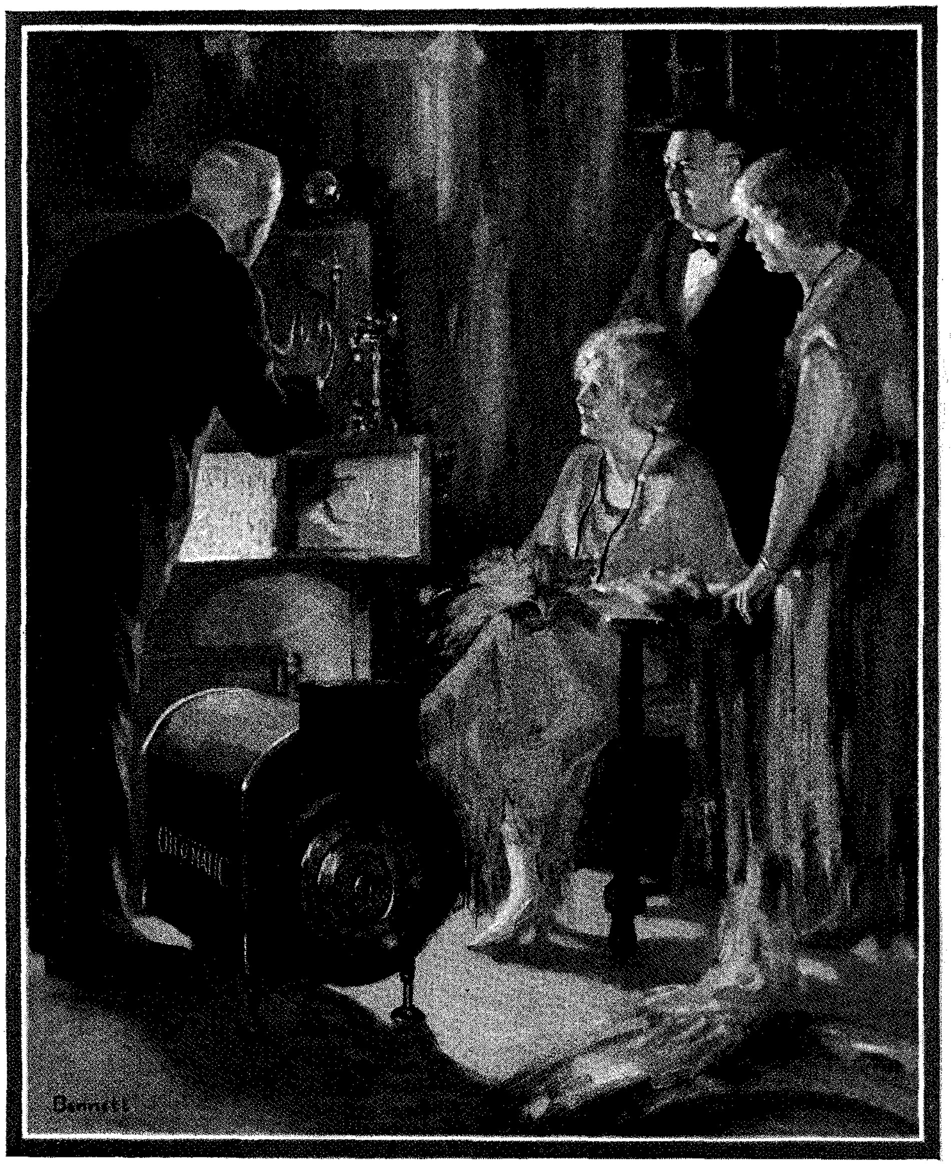
How came we thus together?
Dark Spirit housed in me!
Bound by what fatal tether
Closer than claw to feather,
Or flower to honey-bee?

Thou wak'st when I am sleeping,
Ousting me from my throne,
My past lies in thy keeping,
I spend long hours in reaping
The tares that thou has sown.

A sage that oft will blunder,
A saint that stoops to shame,
In all thy ways a wonder,
Thou rendest life asunder,
And I must bear the blame.

When I am tuned to sadness,
Thou unabashed wilt play,
But in thy ribald gladness
Confusion lives, and madness
Is never far away.

Wilt thou be standing by me,
In Heaven's all-judging day,
Pleading with them that try me,
Or wilt thou then deny me,
And go thy separate way?



# This puts heat

## *in the same class with electric light and running water*

IN two hours you can have this magic heat in your home. From that moment on, heat becomes as ever-present and as free from care as running water. Heat is simply *always on tap!*

Your same radiators or registers are used. The same boiler or furnace. But you have a new source of heat. Liquid heat—clean as electricity, flexible as running water.

This method of heating that may be new to you, has been put to every known test for more than six years. From Alaska to New Orleans. Over 25,000 homes and buildings are now being heated this way. More installations than any other automatic oil burner.

Oil-O-Matic is a simple little hooded affair that converts cheap fuel oil into intense heat. It is entirely automatic. So safeguarded that nothing can work unless everything is working right. It is listed as standard by the Underwriters' Laboratories.

Trained heating men in nearly 1,000 cities, have put their faith and funds in Oil-O-Matic. They are financially responsible, experienced and well organized. Their methods are those of heating counsellors, rather than oil burner salesmen. Let them give you a demonstration.

If you dread to go through another winter like the last with coal, have Oil-O-Matic installed now and be prepared for the first touch of cold weather this fall.

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New Facts About Oil Heating

*This new book will give you a true conception of the comfort and convenience of oil heating. Artistically illustrated in colors, and bound. Coupon brings library edition free and postpaid.*

WILLIAMS
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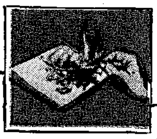
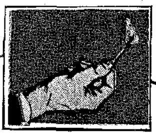
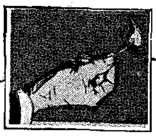


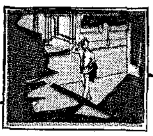
*Torn bits of paper light and burn easily.*
Law No. 1—Oil Must Be Broken Up.

*Held this way, the flame of a match is clean and does not smoke.*
Law No. 2—Oil Must Burn in Mid-Air.



*A match held in the air on a pin will burn completely.*
Law No. 3—Oil Must Be Mixed With Air.





*Reflected heat makes it hotter between big buildings.*
Law No. 4—Oil Burns Best in Reflected Heat.

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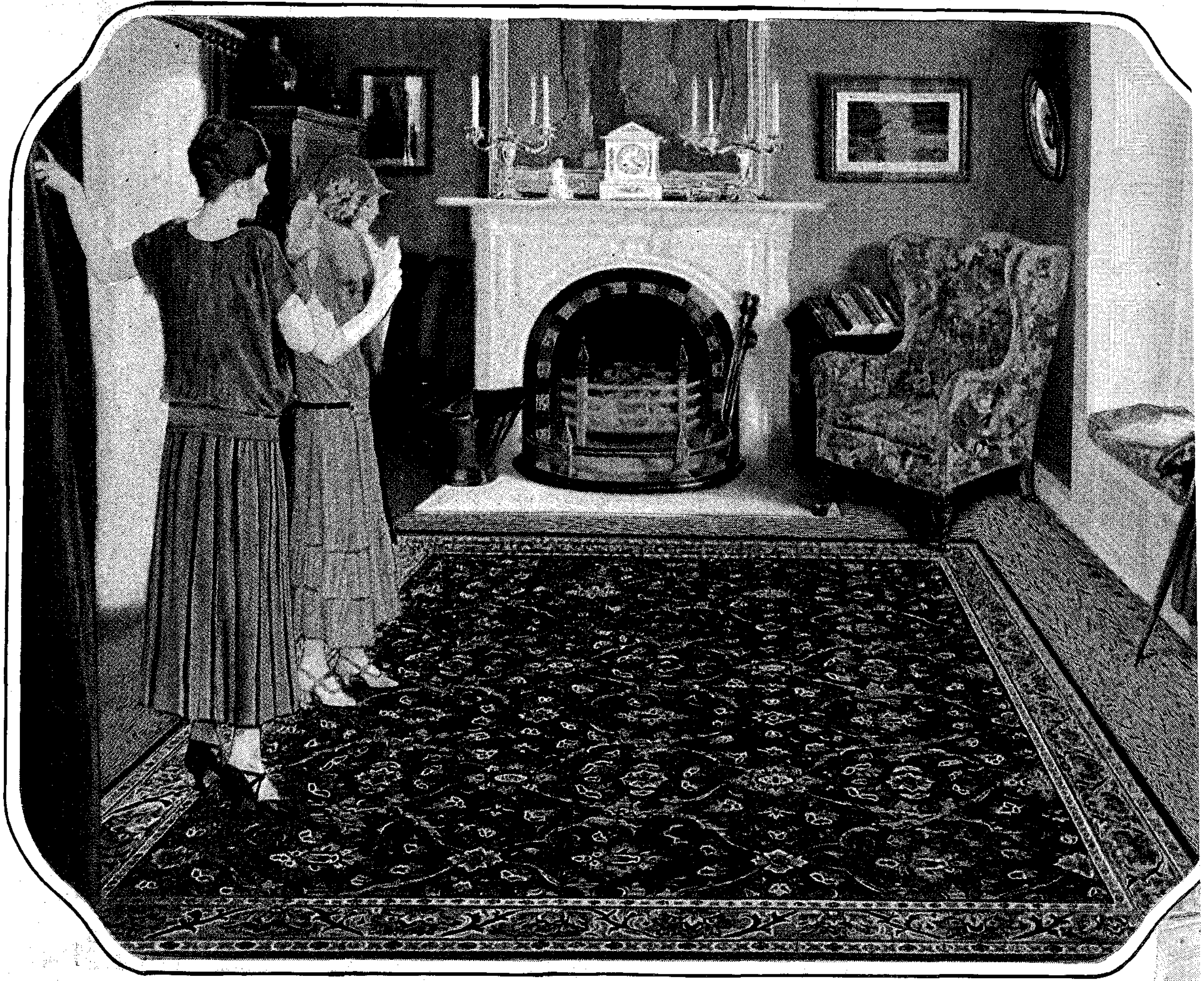


*Above is shown Congoleum Gold-Seal Art-Rug No. 534—surrounded by Congoleum Rug-Border No. 150*

# "How perfectly it suits the room!"

Appropriate designs—that's one of the big reasons for the popularity of Congoleum *Gold-Seal* Rugs. Whatever the interior, you can find a pattern in Congoleum that's exactly right.

For instance, there are a number of elaborate Oriental motifs that bring colorful richness to living-rooms and dining-rooms; all-over floral effects for bedrooms; tile designs for the kitchen, pantry and bathroom.

### *New Floors for Old*

You can see in this living-room how charmingly the Congoleum Rug sets off the furnishings. And there is something else to notice. The effect of real hardwood flooring that has been achieved by surrounding the rug with Congoleum *Gold-Seal* Rug-Border. An inexpensive solution of what to do with old or badly scarred floors!

Another important factor in the popularity of Congoleum Rugs—women have learned from experience that they are the biggest value on the market. And modern women are surprisingly good judges of value.

### *Absolutely Guaranteed*

Not only do these rugs offer them the most for their money in quality, but the *Gold-Seal* guarantee protects their purchase and assures complete satisfaction.

# CONGOLEUM

Drury College Library

# Brighten Your Home—Lighten Your Work!

Every woman, of course, is proud of her Congoleum Rugs. But the housewife who does her own work appreciates them most. For a Congoleum Rug is easily cleaned. A few strokes with a damp mop and it is spotless. What a relief from sweeping and beating.

And durable! Congoleum Rugs withstand the hardest wear. Practically nothing can stain their smooth, beautiful surface. And the rich colors never fade.

### *Lie Flat without Fastening*

All the work and trouble required to lay most floor-coverings is done away with when you put down Congoleum *Gold-Seal* Rugs. You simply unroll them on the floor, without fastening of any kind, and in a short time they lie perfectly flat. And they *stay* flat.

### *Very Inexpensive and Durable*

Congoleum *Gold-Seal* Rugs not only save time and work but money, too. For they cost so little and wear so long that they are the most economical floor-covering you can buy. They are made, of course, in all the popular sizes up to nine by fifteen feet.

### *$100 Reward!*

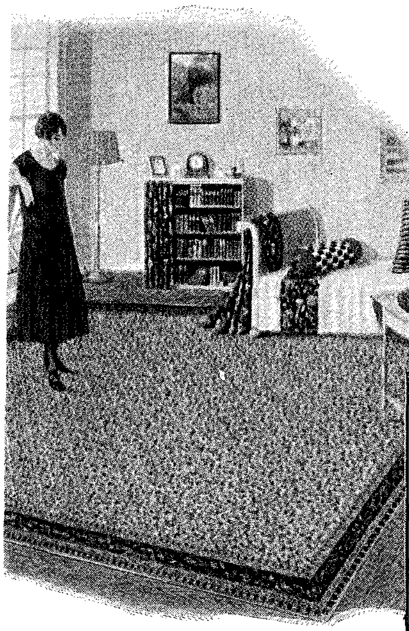
There is only one "Congoleum." It is manufactured by Congoleum-Nairn Inc., and identified by a Gold Seal pasted on every pattern. All "Seconds" are identified by a red label.

As the sale or representation of any other make of floor-covering as "Congoleum" is a violation of the law, we will pay $100 to any person who will secure evidence that will lead to the conviction of anyone guilty of this practice.

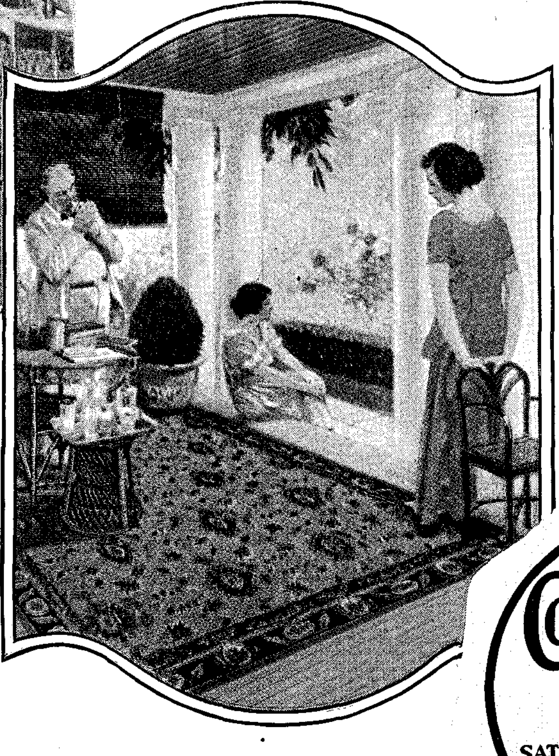
If you want the genuine ask for it by the registered trade-mark name "Congoleum" and look for the Gold Seal on the goods you buy!

CONGOLEUM-NAIRN INC.

Philadelphia New York Boston Chicago San Francisco Dallas
Kansas City Minneapolis Atlanta Pittsburgh New Orleans
Cleveland London Paris Rio de Janeiro
*In Canada*—Congoleum Canada Limited, Montreal



*Congoleum Gold-Seal Art-Rug No. 378*



*On the porch is shown Congoleum Gold-Seal Art-Rug No. 536*

*Always look for this Gold Seal when you buy!*

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GUARANTEE
SATISFACTION GUARANTEED
OR YOUR MONEY BACK
REMOVE SEAL WITH
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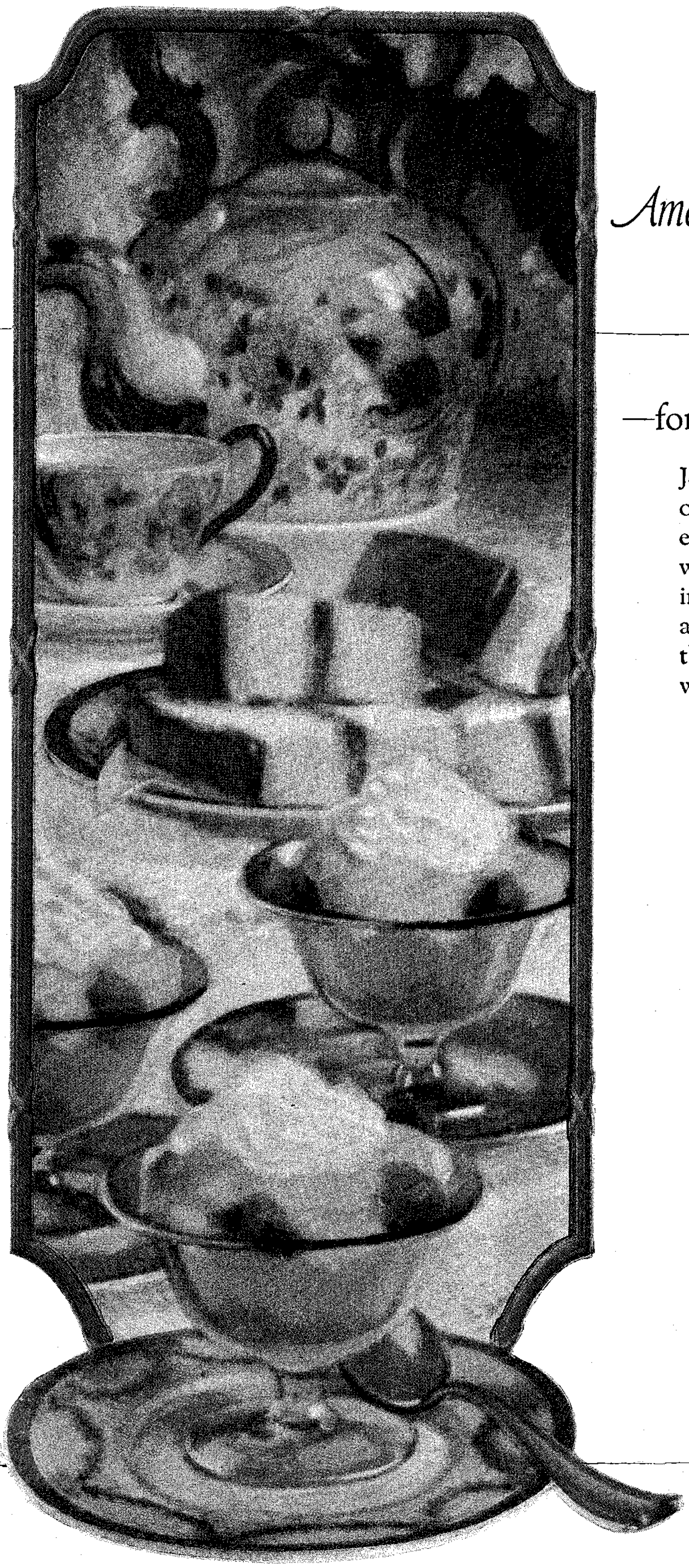
GOLD-SEAL
ART-RUGS



# JELL-O

*America's most famous dessert*

## —for afternoon teas

Jell-O is most appropriate for teas or the occasional card party. So easy to prepare,—simply add hot water and cool,—it is always tempting and delicious, and with the addition of fruit or whipped cream the modern hostess may obtain a wide variety of delectable desserts.

* * *

### BERRY FRAPPE

Dissolve a package of Raspberry or Strawberry Jell-O in a pint of boiling water. When cold and still liquid whip and pile into frappe glasses partly filled with crushed fresh raspberries or strawberries. A cup of whipped cream may be folded into the whipped Jell-O if desired. Canned berries are good when fresh fruit is out of season.

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*A beautiful Jell-O Book which describes the many uses of Jell-O in desserts and salads will be mailed free on request.*

THE JELL-O COMPANY, INC., LEROY, N. Y.—BRIDGEBURG, ONTARIO, CANADA

# PERSONAL ▾ GLIMPSES

## WILLIE MACFARLANE, THE NEW GOLF CHAMPION

CINDERELLA COULD HARDLY HAVE BEEN more astonished when good fortune overtook her than was Willie Macfarlane when he returned from Worcester the other day in possession of "the greatest glory that golf has to bestow upon one of its followers"—namely, the rank of open champion of America. As William D. Richardson tells us in the New York *Times*, the possibility of such a triumph was far from his thoughts, nor does he look the part. Mr. Richardson describes him as "tall, lean and lank," adding that "on the links one might take him for a zoological professor snaring butterflies." However, "he is a golfer for all that," tho he "is in some respects a peculiar man." According to Mr. Richardson,

> He is contented with his lot in life. Never a seeker for the pot of gold that so many others of his kind pursue to the end of the rainbow, Macfarlane is primarily a home man, devoted to his wife, to his ten-year-old daughter, Elna, and to the game of pinocle. He is as ready to play pinocle as golf.
>
> How little he thought of winning the championship is best illustrated by the fact that between last October and the first round of the Worcester championship he played only thirteen rounds of golf. Others—Mac Smith, Jones, Farrell, Walker, Hagen, Ouimet, Mehlhorn, Watrous, Forrester, Kirkwood, Gallett, Sarazen, Espinosa, Golden, Turnesa, Brady, Armour—played hundreds of rounds among them in preparation for the four crucial rounds of the championship proper.
>
> When some one suggested that he might be all the better off for this apparent neglect, meaning that he would be in better physical condition, Macfarlane's reply was a contradiction.
>
> "Not at all," said the bespectacled Tuckahoe professional. "Pinocle and golf are all right, each in its place, but too much pinocle and not enough golf is bad for a man hoping to win the championship. It makes him a stranger to the shots he is required to play."
>
> Yet he continued to play pinocle.
>
> When the clans set forth for Worcester, Macfarlane among them, they bestowed as little thought upon the possibility of his winning the title as he bestowed upon himself. He was known to be a great shotmaker who had failed to improve his opportunities. There were reasons for this skepticism. He had previously played in only a few tournaments of note, and in some he had finished poorly after brilliant starts. The only prizes that had fallen his way in his fifteen years as a professional were victories in the Westchester County open championship. In 1924 he twice led the field at certain stages of tournaments, only to fade out at the end.

One of these, Mr. Richardson recalls, was last summer's metropolitan open championship. There—

> Macfarlane went out in the final round, allowing M. J. Brady of the Winged Foot Club to come from behind and take a title that had seemed to be Macfarlane's for the asking. Another was the Shawnee open championship, where he lost the title to Leo Diegel in a play-off.
>
> Yet no one could deny that he had medal play ability possest by few. Four rounds in the 60's, registered in as many days on neighboring courses, and a 61 on his own Oak Ridge course—a record achievement that was not a record simply because he stopt to have luncheon between his outgoing and incoming rounds—had proved his ability at the pencil-and-card phase of golf. But he had won nothing big, while several of those who started at Worcester had won almost everything in sight. He had no competitive record to boast of: others had. Little wonder, then, that in the "book" of odds he was 25 to 1 against the field, while three, Jones, Hagen and Smith, were only 5 to 1 against, and others only slightly longer in the betting.
>
> There were other reasons for dismissing Macfarlane with a disdainful gesture. The Worcester course put a premium on something he did not appear to have—great strength, great endurance. It is a hill and dale course—a tiring course. Under ordinary weather conditions it is bad enough; under the conditions that were forecast—intense heat—it was punishing.
>
> "This will be a young man's championship," the soothsayers predicted.
>
> The forecast favoring youth was against Macfarlane, who is 36—not old as years go, but old for golf champions.
>
> All this failed to disturb the happy-go-lucky, complacent Scotsman. He was there. He was prepared to do his best. His mental condition was right. Nothing was expected of him and hence there was no need for worry on his part. He was there to play the best golf he knew how to play and take whatever fate dealt out to him.

International Newsreel photograph

"TALL, LEAN AND LANK"

Is Willie Macfarlane, and "on the links one might take him for a zoological professor snaring butterflies," tho "he is a golfer for all that."

Here Mr. Richardson "sets the stage for Macfarlane's dramatic entrance" by "running over briefly what happened before he appeared in front of the spotlight of prominence." We are told:

> At the end of the first two rounds Macfarlane and his next-door neighbor, Johnny Farrell of Quaker Ridge, were tied for the lead, each having a total of 141 strokes for the thirty-six holes played. Well down in the list at the finish of the morning round, he had tapered off the day with a brilliant 67, largely the product of a 31-stroke outgoing nine, and elevated himself to the head of the list.
>
> His 72 in the third round, giving him a total of 213 strokes for fifty-four holes, kept him in the lead by one stroke at that stage of the championship, Farrell pressing him with 214, and six others following with scores that were between 216 and 220.
>
> By this time the sentiment regarding Macfarlane had changed somewhat. Here he was at the top of the list. He hadn't cracked; he showed no visible signs of cracking. In fact, he showed no visible signs of any kind. It was as if he were playing a friendly round with nothing at stake. There was no jumpiness

about his playing; no mistakes due to snapping nerves; no surface indication of aching legs. Then began the greatest final eighteen holes of any American championship—eighteen holes in which men were pawns, moved about by fate. At one time or another, between the fifty-fourth hole and the seventy-second eight men, six professionals and two amateurs, had the championship within their grasp, only to let it go. All except Macfarlane and Jones, who hung on.

Diegel was the first to set out on his journey, followed by Farrell, Sarazen, Jones, Macfarlane, Brady, Ouimet and Hagen. Out in 32 and starting back, 3, 4, Diegel had the championship in sight until he came to the sixty-sixth hole, where his nerves, stretched to the breaking point, cracked. Then Farrell collapsed, not so much from the nervous strain as from ill-luck and inability to get his usually brilliant game going. Eventually Jones reached home with a 291, and was leading. With three holes left to play, Macfarlane, none too steady himself, needed three 4's to win. A mistake at the seventieth hole cost him a 5 there, and he now needed two 4's on holes where 5's were easy to get.

He got them, tying Jones, and there were now only Ouimet and Hagen to be heard from. The former, having lost two shots at the very outset by misadventure with a maple-tree, came up to the finishing hole with a 3 to tie Jones and Macfarlane, but he was unequal to the occasion. Hagen faced the same prospect and he, too, failed. What looked like a possible play-off among Jones and Ouimet, representing amateur golfdom, and Macfarlane and Hagen, bearing the standards of the professionals, was reduced from a quartet to a duo.

International Newsreel photograph

THE KING IS DEAD—LONG LIVE THE KING!

Ex-champion Bobby Jones (right) congratulating golf-champion Willie Macfarlane (left), the "happy-go-lucky, complacent Scotchman, who was born at Aberdeen and learned golf there on the public links."

Now came an "anti-climax even more thrilling than the climax," for—

Having been the "under dog" when the championship started, Macfarlane was even more the "under dog" against Jones. For was not Bobby the greatest golfer that America had ever produced? Hadn't he defeated Bobby Cruickshank in the play-off for the national championship in 1922?

In spite of a sweltering sun that poured down mercilessly two, perhaps three, thousand fanatical followers took up the chase after the two giants of that closing day play-off.

In the afternoon they saw Jones, playing absolutely unbeatable golf—the golf that Jones can play when at his best—draw away to a four-stroke lead in the first nine holes of the round. Going off the ninth green, where he had missed another comparatively short putt, Macfarlane was to all appearances a beaten man.

"When I miss putts like that," said MacFarlane afterward, "I feel that golf is laughing at me. I won't let it laugh at me."

He didn't. And he did something that no one dreamed anybody in the world could do. He picked up five strokes on Jones while Jones was playing close to par figures over the last nine holes.

Coming up to the eighteenth hole, which had twice robbed him of the championship, they were still tied and a third round was in prospect. MacFarlane probably felt in his bones that if he slipt again he would never get another opportunity, for he was weakening. He knew it and got a brilliant par 4 while Bobby, after a badly sliced tee shot and a second that dropt into a trap in front of the green, required another to get out and failed to hole the ten-footer that would have given him a 5.

Thus ended the history-making championship!

What were his thoughts during the few moments that he spent listening to the acclaim of his fellow professionals? Were they of the $25,000 that were to be his as a result of the title?

They were not. They were of the members back at Oak Ridge, his home club. Would he go away and rest for a few days to recover his strength? Would he make a triumphal tour of the country, reaping in the dollars that come to a modern champion? Would he sell his name to club manufacturers? Would he syndicate articles? Would he do any of the hundred and one things that a champion can do these days and be paid for?

He hadn't made up his mind. All that he knew, or remembered, was that he had an engagement to teach golf to some of his members on the following day. He had to get back to Tuckahoe and to the practise tee. The champion, whose monetary worth had increased a thousand-fold in less than ten minutes, would be back home on the following day teaching a twenty-five handicap man how to hit a golf ball.

Macfarlane was born in Aberdeen and learned golf there on the public links.

Shortly after his victory, as the New York *Herald Tribune* tells us,

> Willie Macfarlane was presented with a check for $5,000 at a testimonial dinner in his honor at the Oak Ridge Country, of which he is the professional. The champion and his wife were also given gold watches by the members of the club.
>
> Macfarlane was also given an unlimited leave of absence in which to play exhibition matches. He will tour New England during July and August, and will take part in the Metropolitan, Shawnee, and Western open tournaments.

In Grantland Rice's column in the same paper appears a poetical tribute to "The Lad from Aberdeen," by John Kiernan:

Come a' ye Scots wha skirl the pipes, bedeck't in tartan plaid,
The gowfing crown adorns the brow of our ain canty lad.
Sing, hey, the land of Bobbie Burns, aye strang upon the green,
Sing, ho, for Will Macfarlane, from the town of Aberdeen.

There was prate of Walter Hagen, whyles the putts went clinkin' down;
Some said Mac Smith, the pawky lad, wad bear awa the crown;
There were cheers for Johnny Farrell an' the "Wearin' of the Green,"
But deil a mon spoke up for Will or mentioned Aberdeen.

There was Barnes, from jolly England, and Diegel and the rest,
They gathered a' from near and fa', and from the east and west;
Rab Jones was there—that wonder chiel!—until the final green,
Where he fell before the putting blade of Will of Aberdeen.

Then Highlandmen and Lowlandmen, frae Dumfries to the North
Ring out the praise of Winsome Will across the Firth of Forth;
'Twas a braw shot from the heather to Worcester's winning green,
But he made it—ay, Macfarlane, the lad from Aberdeen.

# *Not one*-- But All Three *Beauty Performance Price*--

THOSE who have wanted a moderate-priced car have heretofore found it necessary to sacrifice something of beauty, or of performance. But *now*—they can buy an Oldsmobile Six, and get, not one, or two, but *all three* of these qualities.

More expensive cars do equal its beauty and match its performance. But *no other one car* offers *comparable beauty* and *comparable performance* at a *comparable price.*

By far the most convincing proof we can offer is the car itself. Just look at it—then drive it—and you'll know we speak the truth! Your nearest Oldsmobile dealer will gladly loan you one of these cars at any time!

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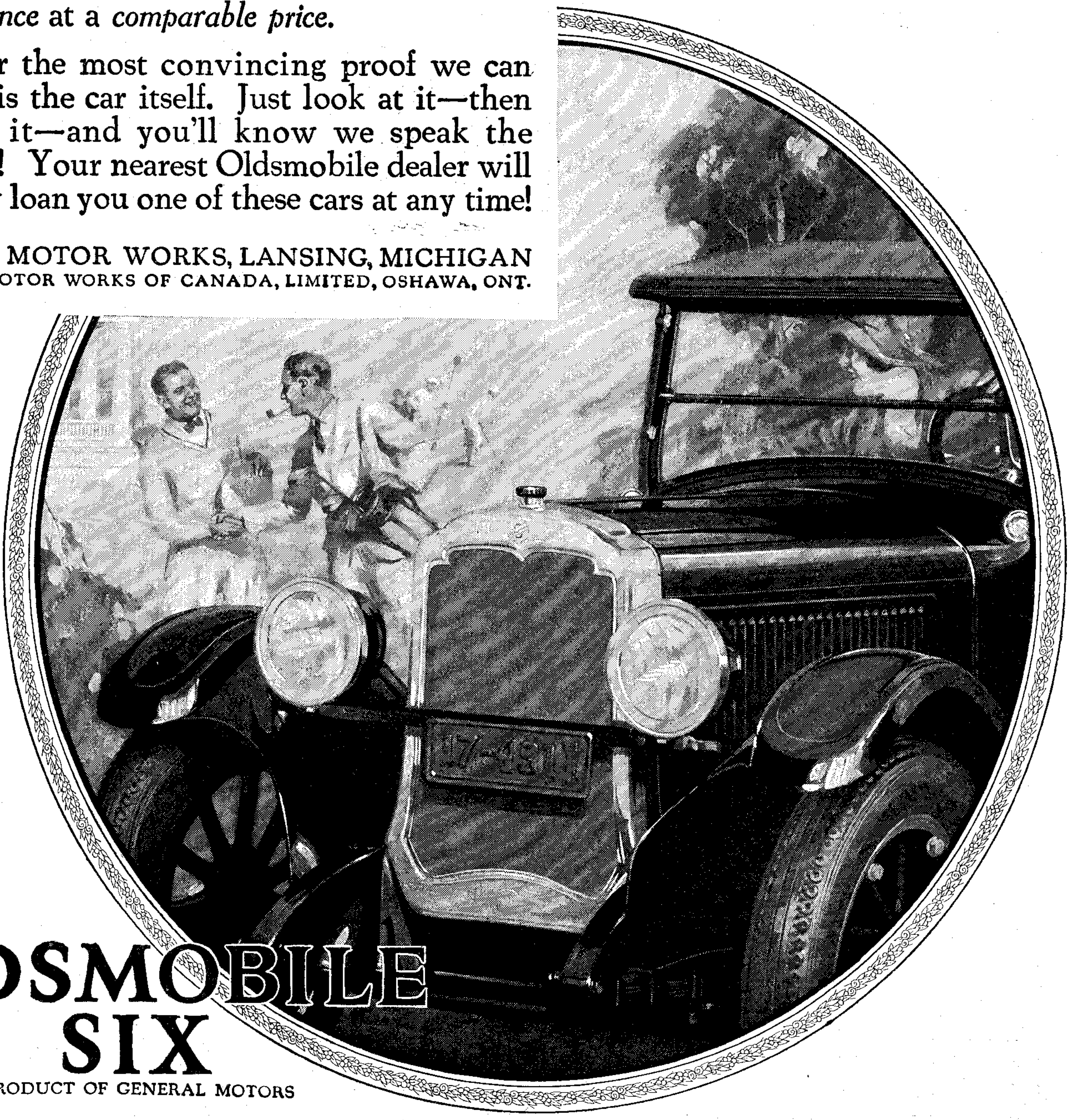

**OLDSMOBILE SIX**
PRODUCT OF GENERAL MOTORS

# THE RETURN OF THE KINGS

AT DOORN, WILLIAM HOHENZOLLERN "is as active as he ever was," we are informed, "and he believes that his former subjects still cherish feelings of affection for him." Indeed, he believes "that they would be glad to see him back in Berlin." But he has no such faith in his children. According to a pseudonymous Major von Keller, quoted by the German spy who signs himself X7, he "considers his children ungrateful and disobedient." He "is particularly angry with them because they have succeeded in obtaining from the German Government the payment of their allowances direct, and not through him, thus depriving him of the chance of tightening the purse strings whenever he felt particularly affronted." He gives them practically nothing, "using his wealth to foment any amount of clumsy intrigue." But, while this is only second-hand testimony, much of the information in X7's book, "The Return of the Kings" (Dodd, Mead), was obtained by interviewing not only the leading monarchists—Ludendorff, for one—but by interviewing ex-royalties wherever he could gain access to them. Ludendorff, when questioned, said:

> "The Kaiser does not wish to be restored to his former position; at least he would not return, were it not for his young wife, the Kaiserin Hermine. She is the ambitious one, and she has been wonderfully useful to us. She can leave Doorn; it is, therefore, easy for her to travel about and obtain any information we may need. She would like to be hailed as Empress in Berlin, and, who knows?—she may be, one day. . . . If Wilhelm II managed to get away unobserved from Doorn, and reached the German frontier, even the Allies would not be able to compel us to refuse him entrance."

X7 was especially anxious to interview the Crown Princess Cecile, as he "knew her to be an intelligent woman with a very clear understanding of the particularly delicate position in which she was placed, a position which had become even more delicate since the return of the Crown Prince." Moreover, he "had heard that she was personally on excellent terms with the Berlin Government, that President Ebert had more than once sought her advice, and that in general she was everywhere a *persona grata*." Her ambition is to have her son placed upon the throne of his ancestors, but she is not actively working toward that end, and in the interview which she granted X7, she said:

> "The Hohenzollerns are still too unpopular to do more than wait in silence for a change in public opinion. If my son is ever to win the throne to which he was born, it can only be when people are no longer as deeply imprest as they are at present by the mistakes committed by his grandfather. Time works wonders. The thing to do is to persuade Prussia that the Hohenzollerns are still closely linked with her destinies; that, altho they may have failed, they will never desert her or her cause. I am trying to bring up my boy to be a useful member of society, a useful son to his country. He must never assume the position of a pretender, but must wait for the moment when he will be called upon to occupy the position to which he is entitled.
>
> "The position of the Crown Prince is a very delicate one. For one thing, he must take care not to offend the Kaiser, who resents any attempt to dispute his authority as head of our family. And do not forget that he was once the heir to the German Empire. The Empire is dead and buried; but it would hardly do for him to pose as pretender to the throne of Prussia only. Our son will be in quite a different position when he comes of age, and—who knows?—perhaps by that time there will have been established a complete union between all the former ruling Houses in Germany.
>
> "I have been doing my best to bring such a union about. At the present time, when anarchism is raising its head everywhere, the only way to fight it is to coordinate our efforts against it. Strength lies in union, and why should not we, the former ruling classes, form a union to resist the progress of Socialism, Communism, and Bolshevism?"

While in Bavaria, X7 interviewed Prince Rupprecht and his wife, the Princess Antoinette, at Posenhofen, one of their country estates. "I find myself in a very delicate position," the Prince admitted frankly, but went on to say:

> "It would be idle to pretend that I do not cherish hopes of again ascending the throne of my ancestors; but at the same time I do not wish to compromise my chances by doing anything hasty, which might bring about the overthrow of my ambitions. I need not tell you that I am watching with anxiety the position in Prussia. If the Kaiser or his friends obtrude themselves there, then I fear any attempt to restore good monarchic government in Germany will be useless in the future. It would only exasperate public opinion against the dethroned dynasties. I have great faith in the Crown Princess Cecile, and when I last saw her we discust this question thoroughly. She is a very clever woman, and a devoted mother. If her son reigns one day, it will be due to her efforts on his behalf. She realizes that complete agreement between all the former reigning houses alone can enable them to recover their lost prestige. But, like me, she knows that the hour has not yet struck for such an achievement, and she is content to wait. The question only arises, Shall we be allowed to wait? Or shall we be swamped by opposition, criticism, and animosity?"

The Princess Antoinette had much to say about the former Empress Zita of Austria-Hungary and her troubles:

> "Zita of Parma has been infamously treated by the Allies, and so was the Emperor. Whenever I think of their fate, my blood boils with indignation. Herr von X, the conduct of the Allies in regard to the Emperor and Empress of Austria constitutes one of the darkest crimes of the war. Men may forget it, but God will punish those responsible!
>
> "What we require is a joint effort of every nation, through its rulers, to subdue not only Bolshevism, but also the class hatred which has permeated the whole of Europe. We have discust this subject with Princess Cecile almost every time we have had an opportunity of talking to her, and I believe we have come to the right conclusion; which is, to wait until Central Europe is again ready to accept kings in its midst, and then, and only then, to put forward our claims. I am now taking my bearings and trying to ascertain what chances the Hapsburgs have of regaining their lost crowns. When once I see my way clear on this point, it will be possible to make plans in regard to the future. Some people might foresee a disintegration of Germany if it came to a split-up again into small States, but I do not share this opinion. Small States could be managed by their rulers more easily than empires, and we should again see Germany united, altho not under one monarch."

Later on X7 talked with the Princess Antoinette again. On that occasion she spoke of her fear of Berlin and of "the subterranean intrigues of the German Secret Service." She said:

> "You entirely forget one thing, and that is the double game played on the one side by the Kaiser and Ludendorff, and on the other by the German Secret Service. The people who are at its head are mad, mad with hatred, mad with the desire to kill and to destroy. They believe they can compass their ends by means of Bolshevism, used as an instrument of vengeance on the nations who fought against us during the war, if they do not agree to the restoration of monarchy in Prussia. Singular aberration of mind, if there ever was one, because even before our neighborhoods could be annihilated we should be swept from the face of the earth. Yet they will not see us. They are as obstinate to-day as they were eleven years ago; they spend all the money they can dispose of, and they have at their disposal larger sums than the world gives them credit for, in order to favor Bolshevik propaganda, to fabricate false documents, to forge letters and papers, to give to the Third Internationale even more weapons than it already possesses. A vast wide-spread Communist conspiracy for the Bolshevization of the whole of Europe exists, and this conspiracy has, in many instances, been aided and abetted in Berlin, that it has been financed from Berlin, and . . . from Doorn; for altho their aims are different, yet both the Kaiser and the German Secret Service use the same weapons. William II, through his wife and Ludendorff, seeks his own restoration to the throne. The Secret Service works toward the restoration of a monarchy from which he would forever be barred. In one thing, however, they are alike, and that is the desire to humble France."

At San Sebastian, in Spain, X7 talked with Zita, former Empress of Hungary, who said:

> "They will not let me return to Hungary. People seem afraid of me; and yet God knows there is nothing to fear from a lonely woman who lives entirely absorbed in her memories of the past, who only wishes to be left alone, free to educate her children."

# WALTER P. CHRYSLER

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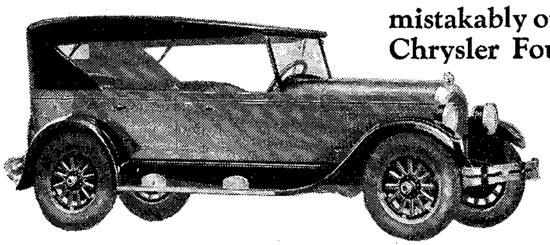
The genius which has made the Chrysler Six the most desired car on the market and has established new production and sales records for an industry—the genius of Walter P. Chrysler, the master car builder of America—is stamped unmistakably on the new Chrysler Four.



*The Chrysler Six*

Consequently, this new Four—latest product of Chrysler design and Chrysler manufacturing skill—now becomes the companion of the famous Chrysler Six in making automobile history.

The public recognized at once that Mr. Chrysler and his associates have now created a type of four-cylinder car as far in advance of anything in this field, as is the Chrysler Six among sixes.

It has been the privilege of few men to contribute to the advancement of any industry as largely as has Walter P. Chrysler to the progress of motor car manufacture.

With the Chrysler Six, and now the new Chrysler Four to his credit, it is fair to say that no man is so widely recognized through his achievement for the betterment of motor car transportation.

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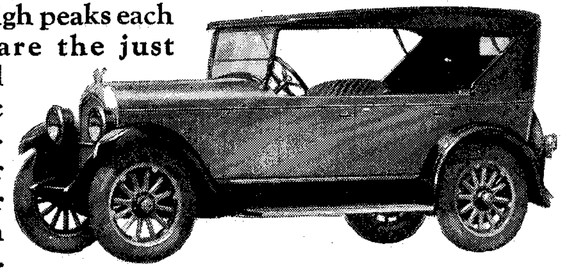
No man was ever better equipped by training, experience and ability to perform these revolutionary tasks. None has ever had at his command abler associates and finer factory facilities through which to realize his visions.

The enthusiastic greeting given the new Chrysler Four and the mounting of Chrysler Six sales to new high peaks each month are the just reward of public preference for Chrysler results in performance, beauty, quality and value never before achieved.



*The Chrysler Four*

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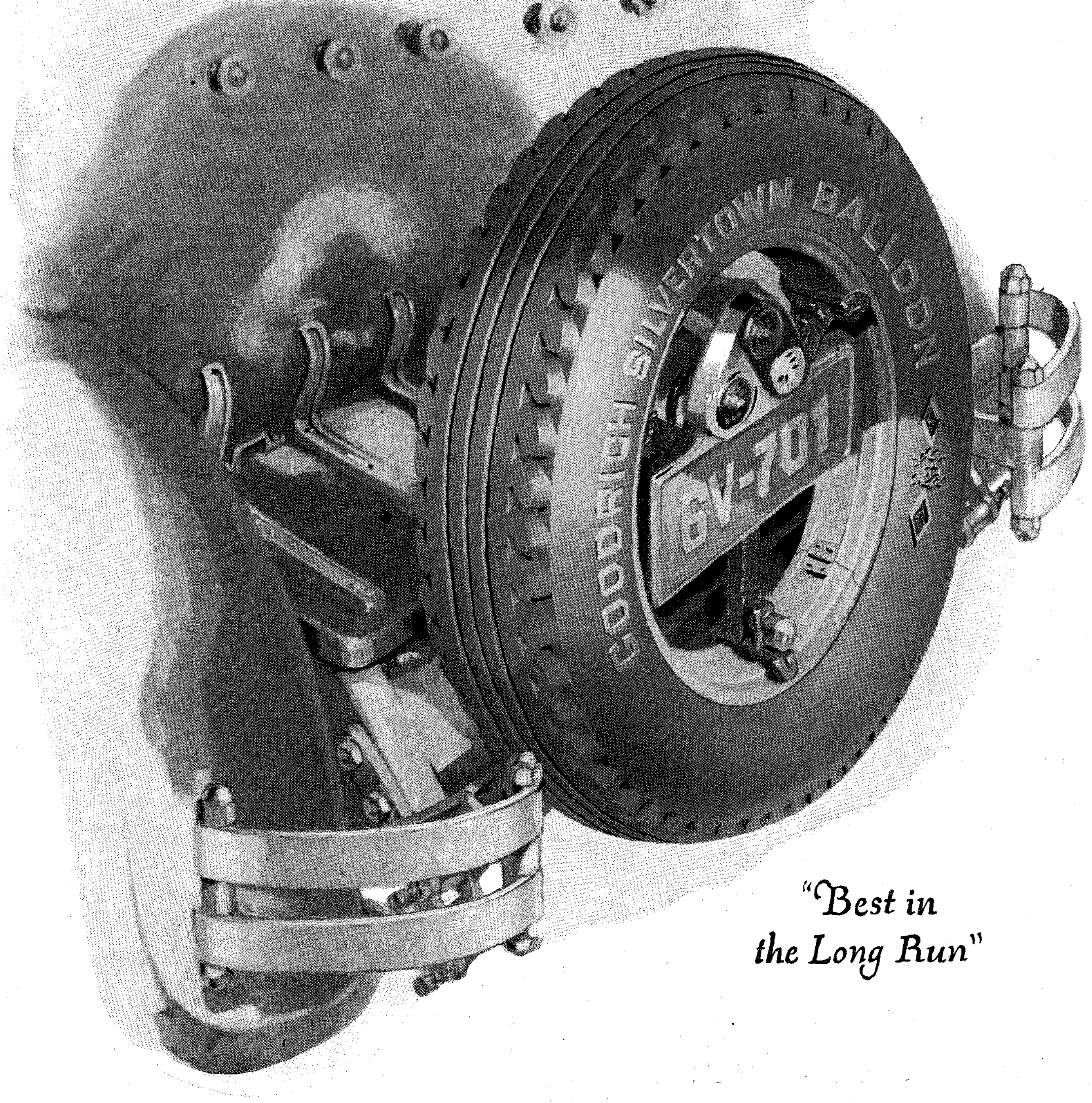


*"Best in the Long Run"*

# MOTORING AND AVIATION

## AMUNDSEN'S SPLENDID FAILURE

ONE OF THE GREAT ACHIEVEMENTS of modern exploration is Capt. Roald Amundsen's success in "chopping an air-plane out of the Polar ice, leveling a starting field, and flying back in eight hours to contact with civilization." Moreover, it is "a milestone in the history of air-plane development," for, in the opinion of the Brooklyn *Eagle*, "Amundsen has clearly enough proved that the flight to the Pole is not impossible. He has pointed the way for a flight over the Pole and down the other side." Accordingly, "The man who is actually the first to reach the Pole in an air-plane will be merely following where Amundsen has led. To Amundsen will belong the greater glory." To the Washington *Star*, however, it appears that "there is nothing in the story as now told to warrant the hope of a successful effort later or to cause despair on the score of possible polar attainment by air-plane." We read:

"HE SEEMS TO CONVEY A SUBTLE EMANATION OF STRENGTH"

Says a Brooklyn *Eagle* writer in describing Amundsen. "His hand is that of a Norse sea-captain—capacious, sinewy, brown, with great blunt fingers. His eyes quite remarkable—with a certain bright, birdlike quality about them. His nose, the nose of a conqueror. It juts from his face like the prow of a ship—the old dragon ships of his Viking ancestors."

> Amundsen found it possible to make a true flight by means of newly devised instruments of observation. He found, however, that conditions make the problem of alighting one of exceeding difficulty and doubt. There is no indication of land near the Pole. The planes on descending must either find open water, which may immediately freeze and crush them, or floes, which are normally rough enough to wreck a machine on landing. Captain Amundsen expresses doubt of the significance and value of a mere flight over the polar area without landing.
>
> The net accomplishment of this adventure, which has fortunately cost no lives, is discovery that the conditions in the neighborhood of the Pole do not invite air-plane visitation. Yet it is already indicated that another attempt will be made by the same means to reach the northern axial point. With a larger fuel supply this may be done. Whether the planes making such an attempt can succeed in reaching the Pole, and return, is, as this voyage shows, largely a matter of luck. Amundsen and his entire party have come back in safety from this present expedition. They might not be so fortunate a second time.
>
> Altho this flight has been a failure, so far as its immediate purpose was concerned, it is to be hailed as a great achievement in human hardihood and courage and skill. It has not materially increased man's knowledge of polar conditions. It has, however, inspired boundless admiration for the men who risked their lives in it.

Captain Amundsen's narrative, as taken down by James B. Wharton, is copyrighted in the United States and Canada, South America and Japan by the North American Newspaper Alliance; in England, by the Central News; in Germany, by the Ullsten Verlag; in France, by the *Petit Parisien*; in Italy, by the *Corriere della Sera;* in all Scandinavian countries by the Norwegian Aero Club: all rights are reserved. It begins thus:

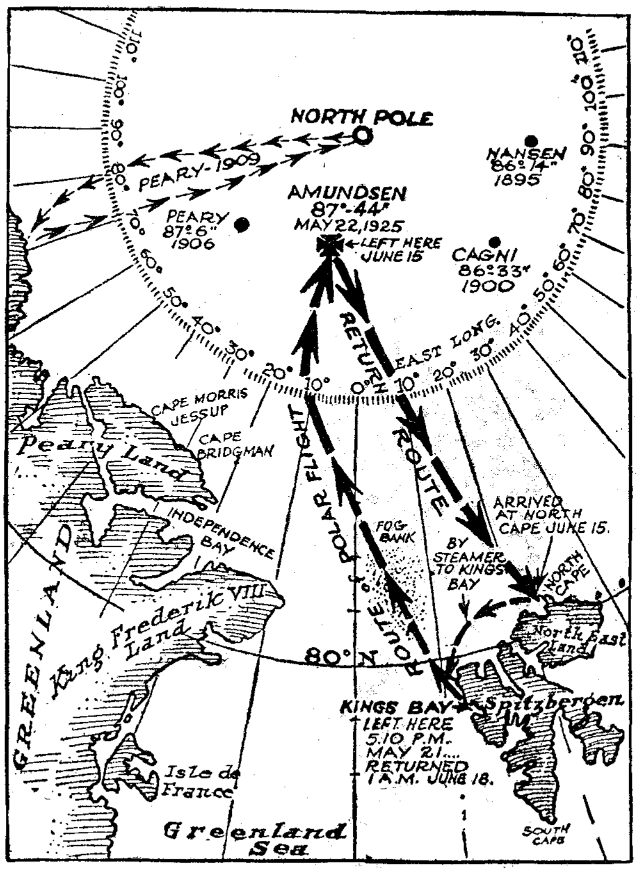
> "The first hour of our flight toward the North Pole," said Captain Amundsen, "was glorified by natural phenomena as beautiful as I ever saw. We encountered light fog soon after we reached Amsterdam Island, twenty-five miles north of Kings Bay. Through this fog, just beyond Amsterdam Island, we saw a double halo, in the middle of which the sun cast a perfect shadow of our plane.
>
> "These two multicolored haloes beckoned us enticingly into the unknown.
>
> "The fog lasted two hours, getting thicker and thicker, but the *N-24* and the *N-25* flew close together, always in sight of each other, through the banks of mist.
>
> "The fog lasted until midway between latitudes 82 and 83. Suddenly the mist disappeared and the entire panorama of polar ice stretched away before our eyes—the most spectacular sheet of snow and ice ever seen by man from an aerial perspective. I stared out of the cockpit fascinated.
>
> "During the entire eight hours of the flight polewards, I was so busy with observations that I forgot to pull on my gloves. From the moment of the hop-off I watched the sun compass constantly. No words are too strong to use in praise of this new instrument.
>
> "Our speed averaged seventy-five nautical miles an hour (85 statute miles). The thermometer during our flight averaged minus 10 Centigrade (14 above zero, Fahrenheit).
>
> "After two hours of flying we reached the polar pack ice, which stretches unbroken and solid to the furthest north. Through occasional holes in the fog we saw that it was marked with heavy pressure ridges all over it. No landing-place was visible anywhere. The planes continued to fly together with perfect precision."

Then comes the story of the landing—nearly a disaster:

> "At one o'clock in the morning we should have been, by dead reckoning, at latitude 88.30, but finding that the magnetic compass showed great variation, I realized we had drifted far to the west. Just after one o'clock we sighted the first open water, a wide lead in the pack ice, forming a basin.
>
> "As it was the only possible landing-place seen in eight hours, I immediately decided to descend, so as to observe accurately our position and then continue the flight. The *N-24* was so close

that its crew could see us preparing to descend, so they followed suit.

"As we climbed down, the motor unaccountably halted. So, instead of having a choice of a landing-place, Riiser-Larsen was forced out of the main lead into a narrow branch. Heaven knows how he escaped complete destruction. The wings passed the ice hummocks on the edges of the lead by a hair's breadth, the plane finally halting with her nose buried in a great hummock, where she stuck.



From the New York *World*

AMUNDSEN'S POLAR FLIGHT

Map showing the explorer's route as compared with those of other explorers near the pole.

"The three of us were unable to budge the machine. We wanted to turn about or back into the main lead. Our position was precarious, as we feared the narrow lead might close momentarily.

"We quickly lightened the plane, removing the provisions and other freight to a high, dry hummock. Then we tried again to drag the machine onto the high ice, but its six tons was too heavy for three men.

"During the landing we had lost sight of the *N-24*. We were greatly worried. We did not find her until the next day, May 23d, on the other side of the main lead. We immediately got into communication by means of flag signals.

"All day we tried to cut off the hummock, to enable us to get our plane onto the ice. But the ice was hard as steel, and our only implement was a two-pound pocket safety-ax and our sheath knives. Hopeless necessity inspired us to lash a knife-blade to the end of a ski stick, which served excellently to slash the ice. Our failure to provide ourselves with ice cutters was due to the fact that we hopped off, as it was, 1,100 pounds overweight.

"All day May 24 we worked at lowering the hummock and constructing a slip to raise the plane. May 25 was similarly occupied. While we were engaged in this work, we were greatly surprized to see a seal pop his head up in the lead, but he was too far distant to shoot. I never believed I would find a seal so far north as 87.40."

The other plane, manned by Ellsworth, Dietrichson, and Omdahl, had been "badly wrecked. Nails had been torn out of the bottom of the hull, which was leaking." So the men, who "had kept their pumps going constantly for two days," wigwagged Amundsen that they wished to join him. The narrative continues:

"Originally there was a distance of over three miles between us, but daily we had drifted closer together until to-day we were only about a mile apart.

"I told the three to come over to us. I thought naturally they would follow the hummocks, that being the only safe way, as any one knows who has traveled much in the Arctic. But they started over the new ice.

"After two different routes had failed them, I believed they would be successful in the third attempt, so I started out in the canvas boat to fetch them across an intervening lead. Now occurred a terrible incident.

"Our view of each other was cut off by hummocks, some forty feet high. Suddenly I heard in the distance cries of men unmistakably in fear of death. I knew something terrible was happening. I pushed on, trembling with fear, toward the three, but was unable to get near enough to lift a finger to help.

"The anguished cries continued and then stopt. But presently heads appeared over the top of the ice. As the men came into view I saw two of them dripping wet and weak with cold. The temperature was 12 below zero Centigrade (10 above zero Fahrenheit)."

Amundsen said Ellsworth told him what had occurred. As they were approaching the lead in single file, Dietrichson plunged suddenly through a hole in the ice and an instant later Lars Omdahl followed him. Each fought hard to keep afloat, but the current sucked them down.

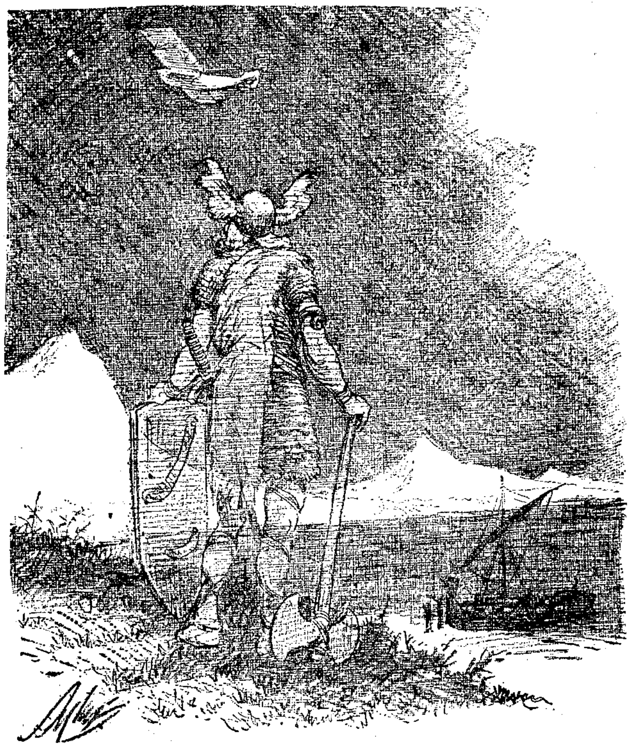
Ellsworth shook his skis loose and pulled out Dietrichson. Omdahl dug his fingers into the edge of the ice, but was almost gone when Ellsworth, lying prostrate on the thin ice, ripped off Omdahl's eighty-pound pack with his knife, enabling him to rise.

"It was a very narrow escape," said Amundsen. "From then on the six of us made our home inside the *N-23*, one sleeping in the tail, three in the freight compartment and two in the pilot's cockpit. The gaunt hull served as bedroom, dining-room, kitchen and living-room for a month.

"By May 27 we had completely leveled the hummock and constructed a slip, removing countless tons of ice.

"With the aid of the motors we got the plane out of the dangerous lead. We had always kept her riding free by breaking the ice constantly, as fast as it formed."

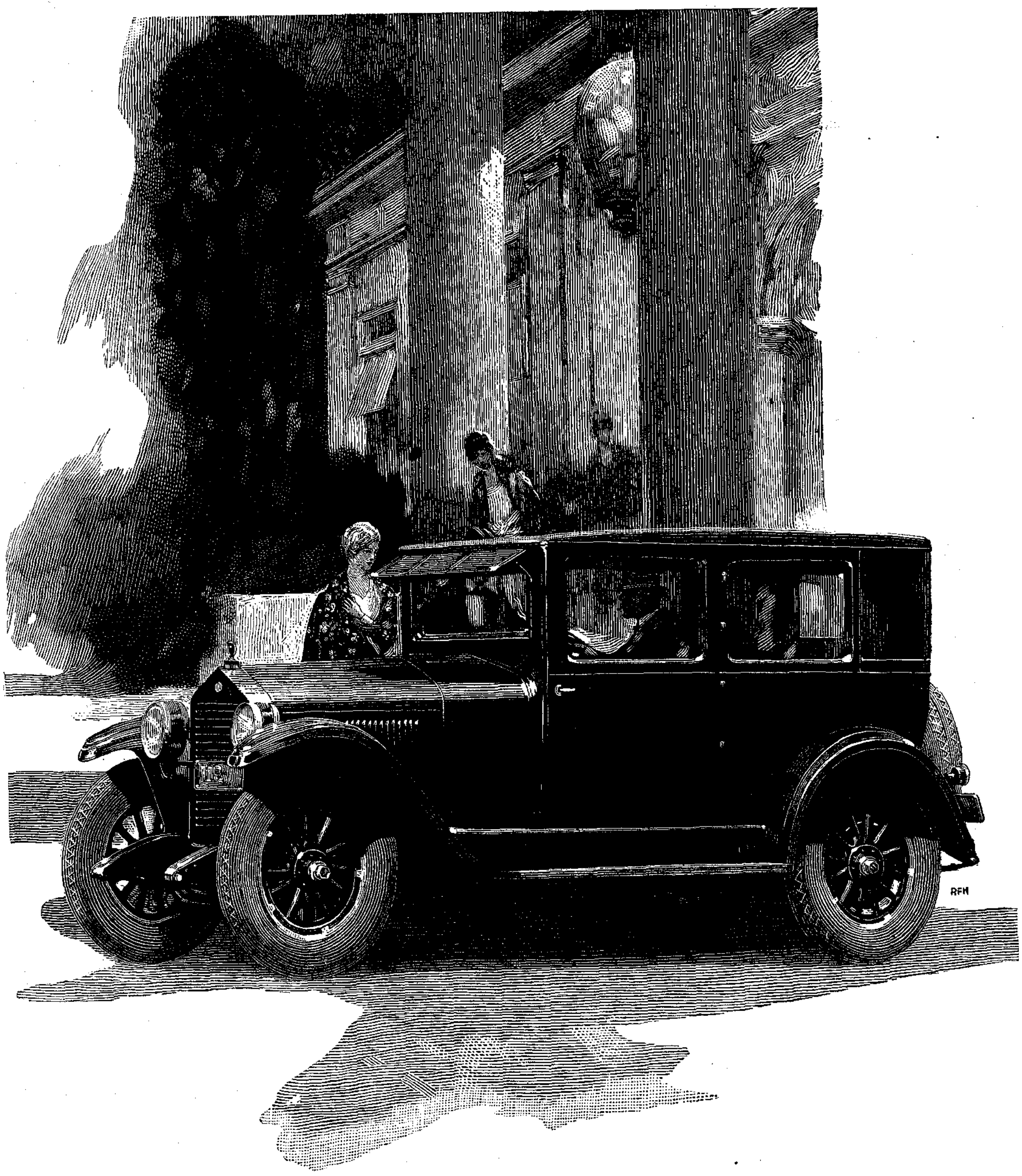
The flight from their arctic landing-place at latitude 87.44 to the edge of the polar ice, where they were finally rescued, took exactly eight hours and thirty-five minutes. The *N-24*, with the six men aboard, could carry only enough gasoline for eight hours' flight, but Larsen nursed his machine along so skilfully that he added thirty-five precious minutes to his flying time, enough to bring them within reach of open water and avoid the danger of another landing on the rough ice.



THE BLOOD OF THE VIKINGS

—Sykes in the Philadelphia *Public Ledger*.

The plane had barely reached the edge of the polar ice, however, when one of the ailerons, or stabilizers, on the wing broke, making it necessary to alight on the water. With the last



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remaining drops of his gasoline Larsen taxied through the waves, using his big Dernier-Wal as a boat rather than a flying machine.

The plane continued its homeward journey in this hazardous fashion for a distance of approximately twenty-five miles, or close to the vicinity of North Cape, where the nearly exhausted party were later picked up by the sealer *Sjoeliv*.

Edwin Kirby

A STRANGE SOUND

—Kirby in the New York *Evening World*.

In *The Forum* for July, we find Amundsen's own exposition of the motives that led him to attempt the journey to the Pole. "To extend human knowledge is always worth while," he says. "The time has surely come when we human beings can no longer be content without knowing even the little planet on which we live. We must realize that all we have and are, we owe to scientists, the patient searchers after knowledge." He continues:

> Without them we should probably still be killing our meat with stone knives and crunching it raw. Knowledge must first come to the scientist before it can be applied to the practical every-day concerns of the world and become of benefit to all humanity.
>
> When I—then a mere able seaman from a Norwegian ship—first laid my plans about finding the magnetic North Pole before Professor Neumayer, one of the most distinguished scientists of Germany, he said:
>
> "The results may not come for fifty years, perhaps not for a hundred, but they will surely come, tho you may not live to see them."
>
> This is the spirit in which the explorer must work. However, I venture to say that even the immediate results will amply justify any sacrifices we may have to make.
>
> The importance of the polar regions in the household economy of nature is little realized.
>
> The North Pole and the South Pole have been aptly called the two steam boilers of the earth. If the power they generate were suddenly to cease, all activity on the earth would come to an end.
>
> It is a new thought to most of us that life and power come out of the frozen fastnesses of the Poles, and yet it is true.
>
> We have learned in our school days how the heavier water of Arctic regions presses in on the lighter, because heated, water of the equatorial regions, and so causes ocean currents, just as the same processes in the air cause the trade winds.
>
> But it is only recently that the science of oceanography has revealed to us the stimulating, rejuvenating effect of these frigid currents on the plant and vegetable life in the ocean. The teeming fish life in the Atlantic Ocean depends for its existence on the food brought it on the currents from the virgin ice fields of the north.
>
> With the mixture of the northward flowing warm current and the southward flowing cold waters from the Polar Basin fish life is waked to activity. The fishes begin to spawn and become, as it were, resuscitated.
>
> If a polar expedition brought no other results beyond an exact study of the polar currents in question, their course, velocity, and direction, as well as the animal and vegetable life they contain, then the expedition would richly have paid for itself.

Here Amundsen takes an illustration from his own country:

> As every one knows, Norway lives to a great extent on her fisheries. Few, except specialists, realize how entirely these fisheries depend on the Gulf Stream, and how its variations from year to year may mean success or failure, starvation or plenty, to the Norwegian fishing population.
>
> By the aid of oceanographic data compiled with most patient effort by Prof. Frithjof Nansen and Prof. Helland Hansen, Norwegian scientists are now able to take observations relating to the Gulf Stream and to foresee with a fair degree of accuracy the prospects of the coming fishing season.
>
> This study has been considered so important that one summer no less than three expeditions went out from Norway to take simultaneous observations in the waters of the Gulf Stream—Murray and Hiort's in the *Michael Sara*, Nansen in the gunboat *Fritiof*, and the trial expedition with the *Fram.*
>
> But in spite of this and in spite of the very valuable material gathered, the cause of those variations in the Gulf Stream, which have so great an influence not only on the fisheries but also on the climate and the crops, is yet unknown.
>
> It is the Polar Basin that holds the key to the Atlantic Ocean, and without it our knowledge must remain fragmentary. What I have said of the polar currents in the water holds good of the currents in the air; they give the key to the weather conditions the world over.

An "iron man," Edward V. Riis calls Amundsen. Writing in the Brooklyn *Eagle*, he tells us that "of all the Arctic adventurers with whom he has come into personal contact, the figure of Roald Amundsen stands out most vividly." Recalling his first meeting with Amundsen, Mr. Riis tells us:

> His hand was that of a Norse sea-captain—capacious, sinewy, brown, with great blunt fingers. His eyes, quite remarkable—the eyes of a man who had looked over great open spaces all his life with a certain bright, birdlike quality about them—stedfast eyes. His nose, Cæsarian, the nose of a conqueror. It jutted from his face like the prow of a ship—the old dragon ships of his Viking ancestors.

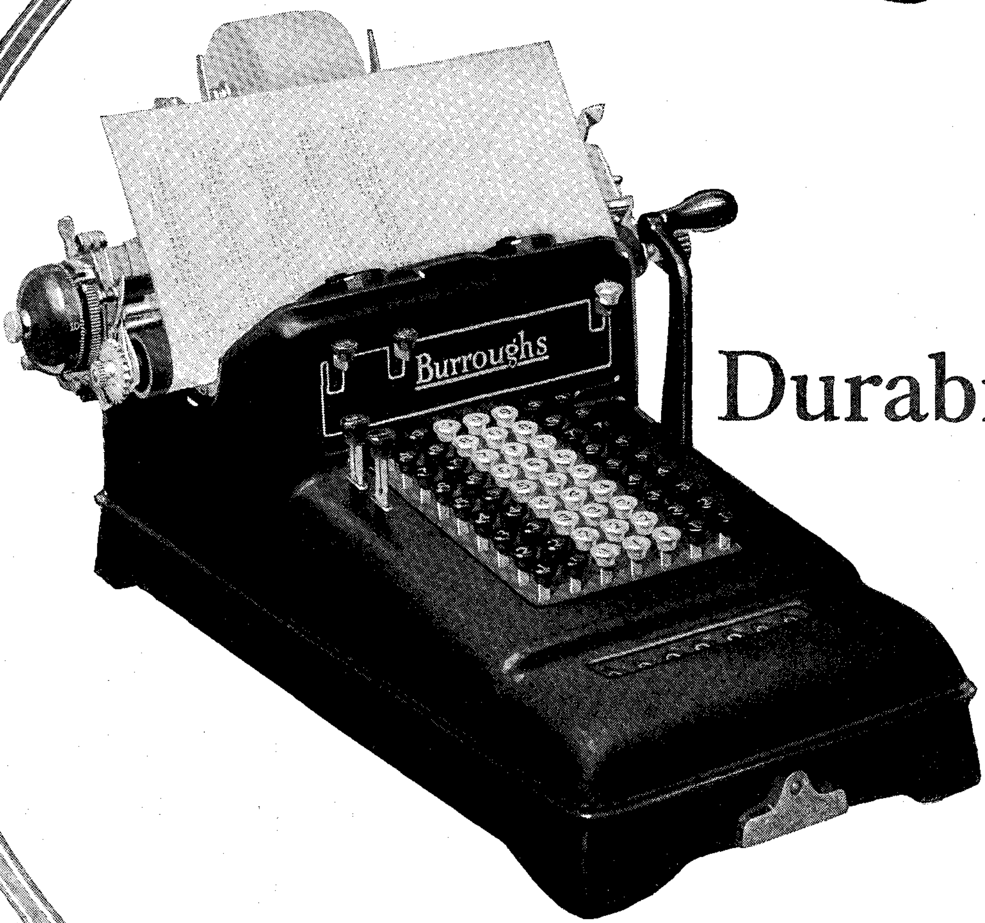
THE FIGHT FOR THE NORTH POLE

ESKIMO: "Discoverers, keep to the right, please."

—*Lustige Blaetter* (Berlin).

> You talked with him five minutes and he won you. He won you not only by his strength and poise, but by his humor, and you discovered that underneath the man there still lingered much of the spirit of a boy.
>
> His face had the color that years of exposure to all sorts of weather gives.

# Burroughs



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with Lacq and in less than one-half hour it is dry enough to dance on. Use it where the household traffic is heaviest, for it will withstand wear, does not show scratches, and will not be affected by repeated washings and scrubbings.

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## BOTH SIDES OF THE WRIGHT-LANGLEY CONTROVERSY

WHO invented the air-plane—Langley, or the Wrights? Orville Wright claims that the Wrights did. Dr. Charles D. Walcott, secretary of the Smithsonian Institution, claims that Langley did. Meanwhile, there is controversy in the press, with some newspapers favoring Langley while others, more numerous, favor the Wrights, and everywhere we find expressions of regret that the original Wright machine is to be preserved, not in America, but in the British Museum, London. But the question uppermost, always, is the question as to whether or not Langley can be credited with having been really the father of the air-plane. So *Aviation* has invited statements by both Wright and Walcott and set them side by side. According to Mr. Wright, the Langley machine, now in the Smithsonian, and asserted to have been the first real air-plane, "is, much of it, new material and some of it of different construction from the original," while "the card attached to the machine is not true of the original machine or of the restored one." In an attempt to trace the circumstances that have occasioned the controversy, Mr. Wright tells us:

On the 13th of January, 1914, the United States Circuit Court of Appeals for the 2d District handed down a decision in which it was held that the machines being built by the Curtiss Company were infringments of the Wright patents and that "the patentees may fairly be considered pioneers in the practical art of flying with heavier-than-air machines and that the claims should have a liberal interpretation."

The Curtiss Company was enjoined from building air-planes such as it had been building. The company then modified its machine and, in anticipation of another suit on claims of the patent not involved in the first, began preparations for a new defense. Now began an active campaign to establish some one else as the pioneer. Langley was chosen.

On January 26, 1914, less than two weeks after the decision of the Court of Appeals, it was reported in the press that Lincoln Beachy, a stockholder of the Curtiss Company, asked Dr. Walcott's permission to try to fly the original Langley machine, saying: "You can fly a kitchen table if your engine is strong enough."

Dr. Walcott at that time replied "that it would be inadvisable to take out the wrecked machine from its place in the museum." (See daily papers January 26, 1914.) However, Dr. Walcott soon changed his mind, for in the annual report of the Smithsonian Institution of 1924, page 218, this statement appears:

"When in March, 1914, Mr. Glenn H. Curtiss was invited to send a flying-boat to Washington to participate in celebrating Langley Day, he replied he 'would like to put the Langley plane itself in the air.' Learning of this remark Secretary Walcott of the Smithsonian Institution soon authorized Mr. Curtiss to recanvas the original Langley air-plane and to launch it either under its own propulsive power or with a more recent engine and propeller."

These were the circumstances under which Dr. Walcott through "sheer interest in aviation" allowed this historic relic to be taken out of the institution.

Concerning the manner in which the tests of the air-plane were made, Mr. Wright says:

Mr. A. F. Zahm was appointed by Dr. Walcott as the "official observer" of the Smithsonian Institution in these tests. "Not one penny," Dr. Walcott told me, was paid by the Smithsonian for Mr. Zahm's services in this capacity.

In fact, he told me that the institution did not pay any of the expenses of the test except some transportation charges. I have proof that the following changes were incorporated into the air-plane in the trials which Dr. Walcott says he witnessed.

The wings had a different camber, different aspect ratio and different area. (Every aeronautical engineer knows that these are the features which determine the dynamic efficiency of the wings.)

The wings also were of different mechanical construction.

The trussing used by Langley was modified, strengthened, and was moved thirty inches backward nearer the center of pressure. (The misplacing of the trussing was the primary cause of the wrecks of the air-plane in 1903.)

A new system of control was adopted.

The Penaud tail, fixt, on the Langley machine, was made movable.

The fixt vertical keel used in 1903 was entirely omitted.

The rudder designed by Langley in 1903 for steering was enlarged and used for maintaining lateral balance.

An entirely new system of launching was used.

The forward corners of the original propellers were cut off after the manner of the early Wright propellers.

The radiator employed by Langley was changed to a radiator of modern type.

The Langley engine was changed by the installation of a new carburetor, new intake manifold and a magneto.

Many other changes of minor importance were made.

And yet in Dr. Walcott's report of the United States National Museum for that year, 1914, appears the statement that the Langley machine was flown "in June last, without modification."

As to the card now hanging on the machine in the museum. This card reads: "Original Langley flying machine, 1903, the first man-carrying air-plane in the history of the world capable of sustained free flight. Invented, built and tested over the Potomac River by Samuel Pierpont Langley in 1903. Successfully flown at Hammondsport, N. Y., June 2, 1914."

It is true that "the machine as it hangs in the museum to-day has the appearance of the Langley machine of 1903," but Mr. Wright goes on to say:

Much of the original material, which was mutilated or destroyed at Hammondsport in 1914, has been replaced with new material; and some of these parts are of different mechanical construction. The air-plane tested at Hammondsport was not like the original or like the machine hanging in the museum.

It certainly was not the air-plane "invented, built and tested over the Potomac River by Samuel Pierpont Langley in 1903." The machine now hanging in the museum (or one like it) was not tried at Hammondsport in 1914. No attempt since 1903 has ever been made to fly the air-plane (or one like it) "invented, built and tested over the Potomac River by Samuel Pierpont Langley in 1903."

The statement, then, on the card in the museum that this is "The first man-carrying air-plane in the history of the world capable of sustained free flight" must be merely an expression of Dr. Walcott's opinion, since it is not based on any actual tests. Dr. Walcott is reported to have said that I do not like the statement on the card. It is not important whether I do or do not like this statement, but it is important whether this statement on the card is true.

Dr. Langley is not responsible for any of the circumstances which led me to refuse to let our machine go into the Smithsonian Institution. Our machine is now wholly in its original form and almost wholly of its original material.

I would not wish to leave to the discretion of the management of any museum the right to make any change in the design of it for any purpose whatever. If one-half of the changes made in the Langley machine were to be made on our machine it could easily be proved not "capable of sustained free flight."

In his reply to Mr. Wright, Dr. Walcott says:

I do not know that the American public is interested in the details of opinion of Mr. Wright and myself in relation to the trials of the Langley air-plane, but I feel assured that it is deeply interested in any attempt to remove from America, the home of the successful air-plane, the original machine that first carried a man in flight.

The Langley machine, after its crash in the Potomac River in 1903, was returned to the Smithsonian shops, where it was cleaned, the wings being stored in their mutilated condition, together with the frame and engine, in the carpenter shop. . . .

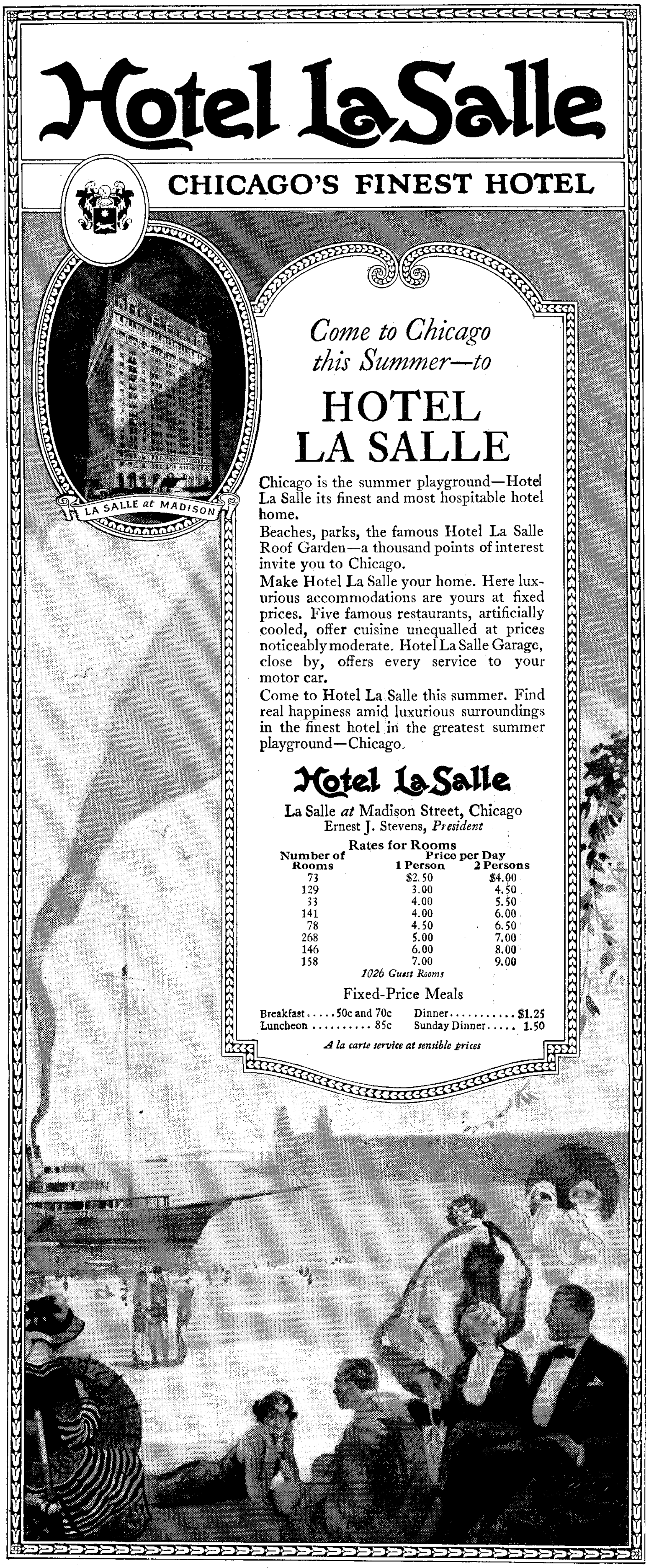
After the final tests in 1903 the War Department turned the Langley plane over to the Smithsonian. As stated on page 279, "Langley memoir on mechanical flight," it was left in Dr. Langley's possession and available for any future tests that he (Langley) might be able to carry on in connection with the problem of mechanical flight.

Dr. Langley, discouraged and without funds, and his health failing, left the air-plane untouched, and it remained in the shops in its dismantled condition until 1914. . . .

It seemed worth while to give it another tryout, and especially on account of the desirability of testing the tandem wing principle, which was then thought valuable for large aircraft. I talked the matter over with Dr. Albert F. Zahm, who was then not in the employ of the Curtiss Aeroplane Company, but who held the honorary position of recorder of the Langley Aerodynamical Laboratories, which was the forerunner of the present National Advisory Committee for Aeronautics, of which I have been a member since its organization, and chairman since 1919.

To this proposal Dr. Zahm agreed, and Dr. Wright continues:

I then talked with Dr. Alexander Graham Bell, who was most enthusiastic, and said that the Langley air-plane should certainly be given tests, if it was possible to do so. I asked Glenn Curtiss if he would not undertake the tests and submit an estimate of the approximate cost of restoring and testing the machine over the waters of Lake Keuka. The estimate was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## MOTORING AND AVIATION
*Continued*

submitted, approved and the air-plane was taken out of the Smithsonian shops and shipped to Hammondsport in April, 1914. It was not an historical relic belonging to the National Museum, but an air-plane left with the Smithsonian Institution by the War Department for experimental purposes. . . .

Mr. Wright is mistaken with reference to my having told that the institution bore no expense of these tests except the transportation charges on the machine to Hammondsport. Not only were these transportation charges paid, but Mr. Curtiss was paid $2,000 for making the tests.

"May 21, 1914, I went to Hammondsport to see the tests and the following day the machine was taken to the aviation field on Lake Keuka and assembled with the floats and their framework that attached the floats to the main frame of the machine, which added over 300 pounds dead weight. I examined the machine carefully and found it with the original engine and driving mechanism, driver's seat, main frame and double tail, and wings inferior in workmanship but of Langley design.

At the test on May 28, 1914, I went out in a boat on Lake Keuka and saw the Langley air-plane as just described rise from the water and make short flights with Mr. Curtiss in the cockpit or pilot's seat, as originally provided for by Dr. Langley. Being fully satisfied that the machine was capable of flight, I requested Mr. Curtiss to install a more recent engine and propeller to determine more fully the advantages of the tandem type of air-plane.

After the completion of all tests the Langley air-plane was returned to the Smithsonian shops, where R. Luther Reed, who was in charge of the construction work of the original machine, carefully restored the parts that had been broken or marred in the crashes of 1903 and the tests at Hammondsport. Every one who ever knew Mr. Reed will be prepared to take his oath than no power in heaven or earth could have persuaded him to alter, even by so much as a flyspeck, any detail of the original design.

After the machine was restored it was turned over to the National Museum, where it has since been on exhibition.

Mr. Wright objects to the label, which reads: "Original Langley flying machine, 1903. The first man-carrying air-plane in the history of the world capable of sustained free flight. Invented, built and tested over the Potomac River by Samuel Pierpont Langley in 1903. Successfully flown at Hammondsport, N. Y., June 2, 1914. Dimensions: 55 feet long, 48 feet wide; sustaining wing surface, 1,040 square feet."

I believe this label to be correct.

After reproducing the two statements, *Aviation* informs us:

Dr. Walcott quoted a letter from the Wright brothers dated March 26, 1910, replying to a request for an example of the Wright machines, as saying:

"We can reconstruct the 1903 machine, with which the first flights were made at Kitty Hawk. Most of the parts are still in existence."

In the Langley label, Dr. Walcott added, the word "original" is used "in the same sense that it would be applied to the Kitty Hawk Wright machine of 1903, when restored as described by the Wright brothers' letter."

### CAN A WOMAN DRIVE A CAR?

A THOUSAND people had their driving licenses revoked by the New York State Motor Vehicle Bureau between July 1, 1924, and January 15, 1925, we are told. Of the thousand, only twelve were women. However, statistics can be misleading, and it has occurred to Mr. Richard Adams to pry somewhat carefully into the question as to whether women are qualified to drive automobiles. It is frequently charged that they are not. Indeed, it was a recurrence of this accusation that set Mr. Adams to investigating, and he tells us in *Liberty:*

The car ahead seemed weak in those qualities which make for decision of purpose. We had no ambitions to test our speed possibilities, but we would have liked to pass. After all, we were actually going somewhere, but there was no hint of any such determination up ahead.

The car out front kept to the middle of the road. There was a ditch on either side, and we saw nothing desirable about either of them. Experience teaches that the open road is the place for the automobile, and little if any advantage lies in ditch wallowing.

Close observation of the conduct of that car leading us indicated that the driver was sober. There was no serpentine evidence of alcohol in the chauffeur—a condition less preferable than water in the carbureter. With water in the carbureter a car will refuse to move.

Eventually we came to crossroads, and our leader turned off to the right, leaving us free to pursue our way at an even pace. We saw the offending vehicle bucking along at all speeds from ten to thirty miles an hour.

"Either a nut or a novice at the wheel of that 'bus,'" said we.

"Or a woman," growled our companion.

Whereat a great argument started. Why a woman? Can't a woman drive a motor-car as well as a man?

So Mr. Adams resolved to consult the authorities whom he considered likeliest to furnish valuable testimony:

"Can a woman drive a car as well as a man?" we asked Dr. E. O. Bergman of Columbia University. Dr. Bergman is a psychologist.

"I do not know that tests which would be necessary to an answer have been made," she said. "There is no scientific answer to your question.

"We do know that we have subjected one hundred boys and girls to identical mechanical tests—that is, tests which required working with mechanical apparatus. We found that the boy of twelve years was as mechanically apt in these tests as a girl of fifteen. I, for one, am not going to make the flat statement that the woman is either a better or a worse driver than the man. There is nothing in scientific research on which to base such an opinion."

Mr. Adams next questioned a policeman whose work gives him special opportunities of observing the behavior of automobilists. As we are told,

Joseph McQuaide is a traffic cop. He holds forth five days a week, including Saturday and Sunday, at Getty Square, Yonkers.

In justice to Mr. McQuaide it must be

said that Getty Square is one of the reasons why traffic cops go mad, and it is considered by the Motor Vehicle License Bureau as the test supreme for those being examined for drivers' licenses.

"They're all pretty bad when they reach Getty Square," said Mr. McQuaide. "But I have less trouble with women because, in the first place, fewer women drive through Getty Square. In the second place, a woman, whether she is less capable or not, is more careful than a man.

"But she's more belligerent than a man after she does get into trouble. She has less instinctive fear of the Traffic Court judge than a man.

"And a man is less quick to pinch a woman. I'll turn my semaphore against north and south bound traffic and see a car ignore it. Let's say a man is at the wheel. In nine cases in ten he'll try to back up and shut up and avoid a summons.

"A woman might try to back up, but if she finds her way barred by cars behind she'll get sore at those behind her and at me.

"'What do you think I'm trying to do?' she'll demand when I call her attention to her slight error. 'Do you think I'm doing this intentionally? I didn't see your signal until it was too late to stop. Why don't you blow a whistle or something?'

"'Madame,' I reply, 'I've blown my whistle till I have a headache. I'll have to write you a summons.'

"'The idea!' says she, getting red in the face.

"I give her a summons if necessary and then she proceeds to bawl me out in expert fashion. There's nothing I can do about it.

"On the other hand, the women as a whole will keep a sharper outlook for the stop and go signals. Personally I believe that they do this because they have a notion that they are on trial as motorists.

"To sum it up, I'd say that while women are less accustomed to driving, they are more careful in intent than men."

Mr. Adams found this "all very interesting," but it was not what he was after, as "Policeman McQuaide had not made the decision." Reading on—

So we tried a famous neurologist who made the decision promptly enough, but refused to let us use his name.

"There is no reason why a woman shouldn't drive as expertly as men, and the proof of what I say is found in the fact that, given the same amount of experience at a wheel, a woman has just as much chance of becoming expert as a man.

"The only reason women are not even competitors with men in all things mechanical is that they have not been required to be. For every female moron, you'll find one male incompetent. A woman can drive a car as capably as a man can."

Thus armed with opinions, we went back to our friend who blamed that stupid driving on a woman and offered to show him how unjust he was.

"Oh, that's all right," he said. "I found out who was driving that car. It wasn't a woman. It was the vice-president of the Wahoo Motor Car Corporation. He's been driving a car for ten years, too."

To "establish the truth of those who say it is all nonsense that the sex of the driver has any bearing upon the driver," Mr. Adams cites the statistics quoted at the beginning of this article. "Of course a woman can drive a motor-car!" he concludes.

"I'm glad you like my 'all-day' shoes"

"I certainly like to wear them. No matter how warm the day is they are as easy on my feet in the evening as they were when I put them on in the morning. They're Cantilevers—those shoes that are built just like the foot with a flexible arch and natural shape. It's fine to wear shoes that make you feel so up-and-doing. You notice how much further I can walk these days."

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Cantilevers are made in a variety of styles that will please the most fastidious women. There are trim, comfortable oxfords for walking and general utility wear, fashionable pumps in a variety of easy fitting models and a number of white kid and fabric shoes in both pump and oxford styles.

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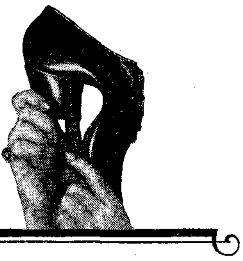

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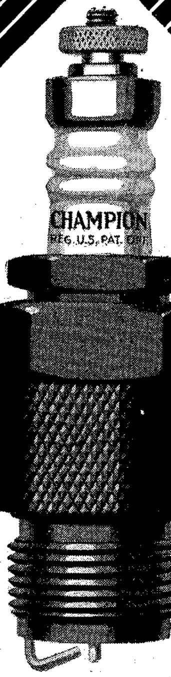

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## MOTORING AND AVIATION
*Continued*

### ABOARD THE AIRSHIP "LOS ANGELES" TO PORTO RICO AND BACK

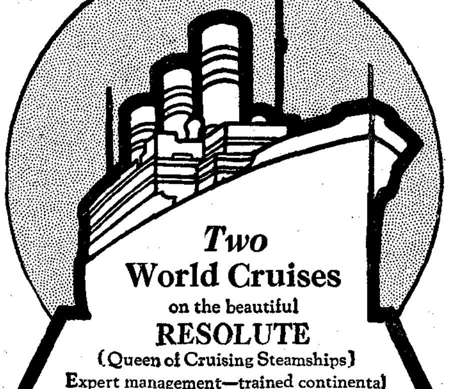
"JUST after dark," says the only civilian permitted to accompany the *Los Angeles* on her recent 4,000-mile voyage through the air from Lakehurst, New Jersey, to Porto Rico and return, "the huge doors were rolled back and the great silver ship, borne forward by more than 300 men, emerged silently and almost ghostlike into the night. The rays of electric torches and occasional clusters of floodlights on the hangar, reflected from the silver coat of the ship, added to the weirdness of the spectacle." Such is the picture drawn vividly by Horace D. Ashton, F.R.G.S., who has not only a feeling for romance, but an interest also in things technical. "We were to carry 4,500 gallons of fuel, enough to take us 4,000 miles under normal conditions," he tells us, "but with a forty-mile headwind it would have been extremely risky to start on such a long jump, the longest ever attempted by a helium-filled ship, more than 1,750 miles." Writing in the New York *Times*, Mr. Ashton continues:

Once the ship was clear of the hangar, the great doors once more rolled back into place, and the land crew started on their long walk with the ship, more than half a mile, to the mooring-mast. It took about an hour for the mooring operation. When I returned to my hotel the nose of the *Los Angeles* was safely hooked up to the swivel cone mooring, and she stood out against the sky like a giant weather-vane.

Unfavorable weather continued for several days, during which time the entire crew of officers and men had to be on duty, watch and watch four hours on and four off, to keep the ship in equilibrium.

Free from the mooring, and under way, the motors running and the neutralizing pressure of the rushing air on the flippers, equilibrium is no problem at all. But at the mast the motors can not help, and equilibrium must be maintained by a constantly alert crew who must be ready at a moment's notice to release water ballast from any one of the many bags regularly disposed along the keel of the ship, or to move themselves quickly backward or forward along the narrow "cat's walk," the narrow triangular passageway over the keel, inside the ship, whenever there is a tendency for the tail to rise or dip. With the *Los Angeles*, whose total length is 656 feet, moored to a mast about 160 feet high, only a very slight gust of wind or an infinitesimal loss of buoyancy in the gas would cause the tail to crash to the ground.

It rained for two days, during which time the outer envelop absorbed more than five tons of moisture, all of which had to be dried out. So it was just six days from the scheduled time for starting when Commander Klein told me to get ready to go aboard. I had already been provided with flying-suit, goggles and helmet. Racks for my motion-picture camera had been constructed of duralumin and placed on the window-sills of several of the motor gondolas, and to get back and forth between these positions would require my



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exposure to the rushing wind as I climbed up and down the tiny folding ladders which led down from the main body of the ship.

A little elevator took me to a platform almost at the top of the mast, from which a vertical ladder led up to the main platform. Here I found a group of officers and men standing by, awaiting word to come aboard. No one may enter or leave the ship without permission from the control car.

"One man aboard!" comes the order, and an officer scrambles up the step-ladder and on to the small gangway which, when closed up, forms part of the nose of the ship. As each man goes aboard he must go immediately to his "landing station," a prescribed position which he must assume whenever taking off from the mast or making a landing. To compensate for his weight, water ballast must be dropt.

A few minutes more and it was the civilian's turn. As he tells it:

"Mr. Ashton aboard!" I lost no time in entering, and made my way quickly down the narrow incline passageway to the keel just above the control car. Here I disposed of my baggage and went immediately aft along the "cat's walk," passing with difficulty the several men who were already at their stations and had to lean far over to let me pass.

About four-fifths of the way back a tiny hatch with a small folding ladder led down the ten feet into the rear motor gondola, or "No. 1 car," and here I found my position for making pictures of the take-off. From my vantage-point the entire bottom of the ship, the four other gondolas and the rear of the control car were visible.

There was a short wait. Water ballast was released from several parts of the ship, and in answer to the fish-horn-like toot of the ship's telephone, men were moved back and forth along the keel. At last we arose slowly from the mast with motors still.

As soon as we were clear and our nose pointed slightly upward, all motors were cut in at full speed ahead. With a roar and a mighty push of 2,000 horse-power, the great dirigible, hesitating for a moment, gradually began to forge ahead and upward at a steep angle until the mast and the landing field sank away astern and we were passing up and over the pines and the lakes of New Jersey, heading out toward the Atlantic.

The start was quite "bumpy," owing to the difference in temperature of the air over the sand field and over the surrounding pines, and to the gusty nature of the wind. But it was not many minutes before Barnegat Beach stretched across our path far below, and we were passing over the line of snowy breakers which marked our last land until we should sight the coast of Porto Rico, 1,750 miles away.

As Mr. Ashton goes on to say, "a course had been laid almost due south to the Bahamas, in order to take advantage of the favorable winds, and then to the southeast, straight for Mayaguez." But, long before they neared the Bahamas, something interesting occurred. Says Mr. Ashton: "A few miles off Barnegat, a large rum-runner, alarmed at our passage and caught within the twelve-mile limit, described a great circle below us, leaving a wake of snowy white on the dark surface of the sea." Reading on—

Now that we were well on our way, one was free to move about the ship, so I left

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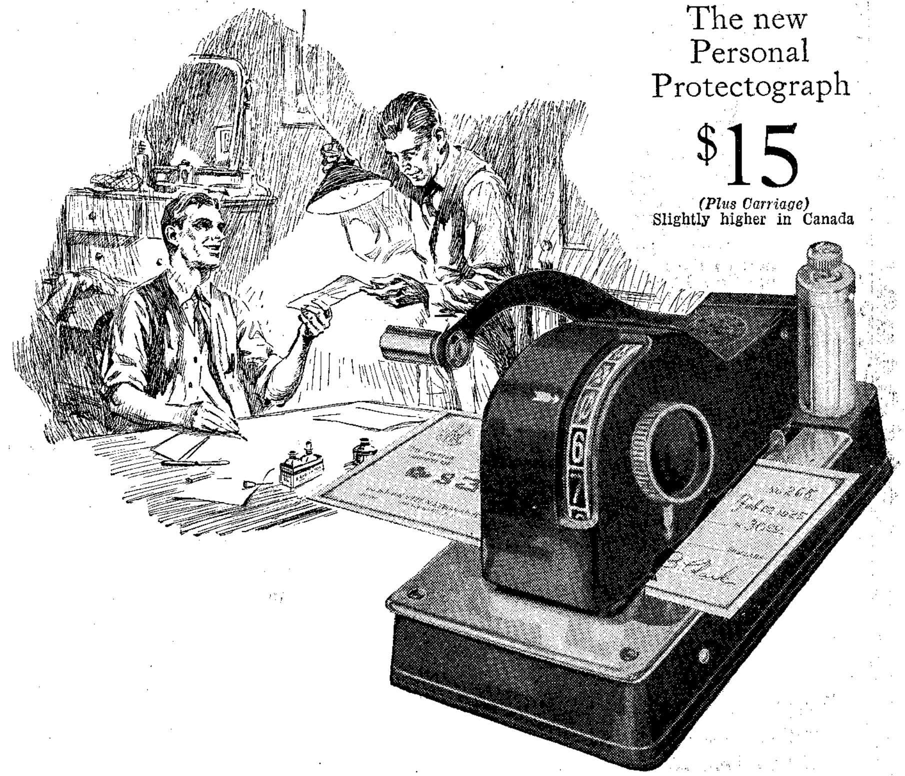

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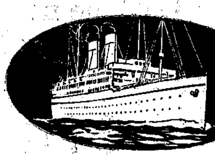

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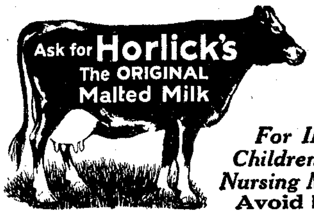

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MOTORING AND AVIATION
*Continued*

the rear gondola, went up the tiny ladder in a terrific wind pressure and, entering the bottom of the ship, made my way forward along the keel to the companionway, which led down to the passenger compartments in the rear of the control car. A corridor took me forward between the ship's galley on the starboard and the wash-room on the port to a door admitting into the main car, which resembles, more than anything else, an enlarged and glorified Pullman sleeper.

There are five roomy compartments with spacious windows and two six-foot-six upholstered seats; the backs of the seats raise and make up into four ample beds, with a curtain which separates them from the main corridor.

Forward on the port side, where the sixth compartment would be, is the "radio shack," with a door leading forward into the control room. I was assigned to the after-compartment on the starboard side, just beyond the door which leads into the side of the car, and found lockers under the bed for the storage of most of my belongings. Ordinarily, one is limited to about six pounds of baggage, but as I was to take motion-pictures of the flight, my outfit weighed more than 100 pounds.

Removing my flying-suit, for it was no longer necessary until I went out again into the air, I made myself comfortable. I picked up part of the Sunday *Times* which some one had brought aboard. There, on the first page of the Rotogravure Supplement, was a half-page picture of the *R-34*, the British sister of the *Los Angeles*, with her nose all smashed in!—a cheerful picture for us to look at just as we started on our long and thrilling air voyage!

Commander Klein came in to inquire if I were comfortable and had succeeded in getting what photographs I wanted of the start. He brought a phonograph and records which had been presented to the ship a few days before. The Filipino steward entered with cakes of chocolate and passed them around. The chocolate took the place of pipes and cigars. There could be no smoking on the ship during the voyage, owing to the large quantity of gasoline carried.

By this time they were out of sight of land. As Mr. Ashton relates:

The only things to be seen were the shadow of the ship as it moved swiftly over the surface of the sea, and the thick clouds which passed occasionally between us and the sun, blotting out our shadow.

I was soon to learn some of the peculiarities of air navigation. In the air, for example, while regular charts and land maps are followed, weather-maps are also used, and these are received several times daily by radio.

Advantage must be taken of all favorble winds, and headwinds must be avoided: for a headwind reduces the forward speed of the airship in direct proportion to its velocity. An airship whose speed was seventy miles an hour, meeting a seventy-mile wind would stand still.

Side drift also seriously affects aerial navigation. The first night the odor of acetylene awoke me and I arose and investigated. In the passageway aft of the sleeping-compartments I found two officers. One had released an acetylene torch, which was burning on the surface of the sea, and

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the other was observing it and recording our side drift through a curious periscope-like instrument called a drift-and-speed indicator. Over land, the speed and the drift can be determined by watching the passage of the ship's shadow over fixt objects.

It is particularly difficult to "shoot the sun" from an airship to determine latitude, because at noon the sun is above the ship, and the control car is directly beneath.

Great care must be exercised at all times to prevent the falling or throwing of anything even as large as a bread crum out of the window while the motors are running, for a rapidly revolving propeller can be easily shattered by the smallest object, and its splinters can sever one of the main girders of the ship, causing it to buckle, besides puncturing the gas-bags.

When letters are dropt they are sewn in heavy manila envelops, with a streamer of cotton-sheeting three inches wide and five feet long, and weighted with lead. They are released well abaft the last propeller.

To resume the narrative of the trip: There was some interesting activity in the opposite compartments. Pedro was placing and arranging three square tables end to end and setting them for luncheon. Not a moment too soon lunch was announced, for the air had given us ravenous appetites. We sat down to ham, cheese and bologna sandwiches, spaghetti, coffee, sliced pineapple, apples, oranges and bananas, and more cakes of sweet chocolate.

After luncheon they "passed through a shower, and, later, directly over two large whales, one of which must have been almost a hundred feet long." The *Los Angeles* was "up about 2,000 feet, which altitude was maintained throughout most of the voyage." The story runs on:

When the sun came out and we were above the beautiful blue water of the Gulf Stream, cumulus clouds and their dark shadows on the sea were too lovely to describe. The rest of the afternoon was very similar to the first hours, except for the coming and going of the different officers as they changed watches.

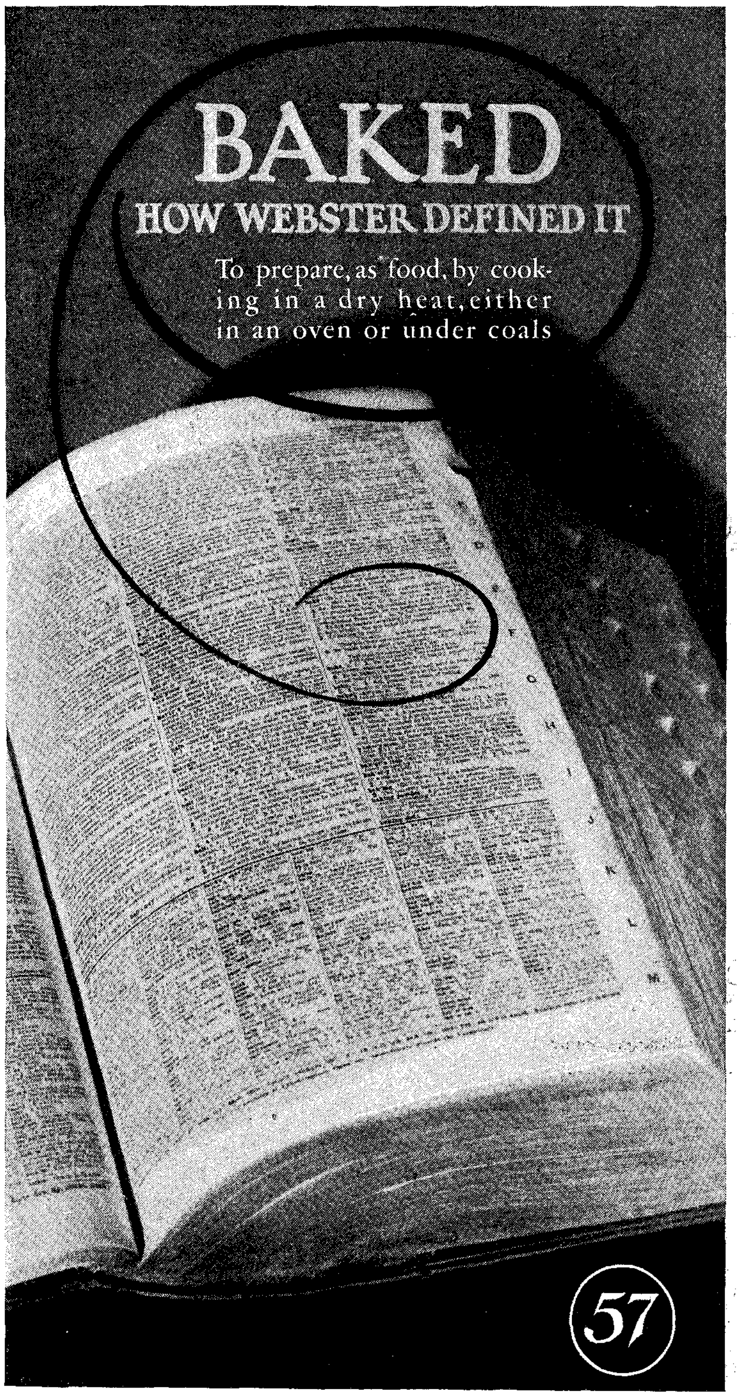
During the morning we had released four homing pigeons with messages for Lakehurst and were awaiting a radio report of their arrival, but it did not come. No doubt they arrived safely but the air station failed to notify us in the press of other communications.

After watching a beautiful sunset and eating an ample dinner of soup, pot roast, spaghetti, baked beans, canned peaches and coffee, I retired about 9:30 and fell asleep almost immediately, to be awakened suddenly by the instinct that the angle of the ship's flight had changed suddenly from the horizontal.

Some one rushed into my compartment, awakened Chief Boatswain Buckley, "elevator" man, whose place had been taken by a younger and less experienced man, and summoned him quickly to the bridge. He went, and I soon felt the ship straighten up. Again I fell asleep, and did not wake until daylight.

Monday was fair all day. I was imprest with the fact that, altho we could see for sixty or seventy miles, there was no life visible on the ocean until late afternoon, when we passed two small steamships.

About 4:30 land was sighted, and at 5:30 we were circling above the mast-ship *Patokah*, just off Mayaguez, Porto Rico, having been thirty-one and a half hours on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## MOTORING AND AVIATION
*Continued*

> the way. The trip had taken us a little longer than we expected. The delay was caused by quartering winds, the force of which had to be counteracted by a slightly diagonal flight. A thirty-mile cross-wind will blow an airship thirty miles off her course in an hour.
>
> We reached the vicinity of the *Patokah* very light, as the temperature was considerably higher than at Lakehurst, so it took us a while to circle around and around and drive the ship down into the cooler air just above the water.

When an airship is filled with hydrogen, this is not difficult, we are told—

> But helium, which costs $55 a thousand cubic feet, can not be valved as can hydrogen gas. The only alternative is to wait until it cools off and thus loses some of its buoyancy. Landing by valving helium would cost from $10,000 to $25,000. Helium is so scarce that there is not enough to fill both the *Los Angeles* and the *Shenandoah*, so it must be carefully conserved.
>
> We had to make many attempts, circling the *Patokah* and heading down into the wind with all motors driving at their maximum, before we were within 500 feet of the water. By that time it was quite dark and our cable, dropt from the nose of the ship, was hard to see as its end dragged in the water.
>
> Below us the *Patokah* kept slowly under way, headed into the wind, with a smoke pot burning at the masthead to indicate to us its direction. Astern of her, blinking lights indicated to us the positions of two small boats, one of which held the end of a cable that led into the head of the mooring-mast, and the other, a faster boat, was to pick up our cable and tow us over to the first boat, where the cable-ends would be joined and the line then released.
>
> When our motors would drive us sufficiently low our speed would be so great that it would have been extremely dangerous for any one to try to seize the cable, even if the boat could have kept up with us. When we would reverse to slow up we would immediately gain altitude, and the cable would be lifted out of the water.
>
> At about 8:30 P. M. the cable was caught and connection was made. Then came the slow process of hauling down the giant airship by means of a winch on the *Patokah*.
>
> During this hauling down and the ensuing period of towing into the harbor of Mayaguez we had our only disagreeable experience on the whole trip. All hands had to be disposed somewhere along the keel and kept moving for balance, while the smoke from the oil engines of the *Patokah* and the tropical heat of Porto Rico made it extremely close inside the ship. For an hour and a half I had to remain at "Frame 100," about amidships. Fortunately, I could sit in one of the small tent-like compartments of the crew which are ranged all along both sides of the cat's walk in that part of the ship.
>
> When we were finally at anchor and were permitted to disembark, one at a time, to the mast, I found that we were less than 100 feet from the water. There is no elevator from the mast of the *Patokah*, so we had to descend by ladders to the deck below. Quarters were provided for us on board the *Patokah*. After a shower I was quite ready to turn in for the night.
>
> Tuesday morning dawned bright and clear. From the deck of the mast-ship we viewed the coconut-fringed shoreline and myriads of small boats. Swarms of Porto Ricans had come out for an early view of the strange visitor.
>
> About ten o'clock I went ashore and found the landing-place thronged with hundreds of people who, during the night, had come from all parts of Porto Rico for an intimate view of the Navy's Leviathan of the air. The *Patokah's* boats were busy all day taking them out for a ride around the ship, ninety at a time. Every small boat in the place was kept busy during our entire stay. The fortunate owners of some of these craft will no doubt be able to retire after such a bonanza.

The stay in Porto Rico was not without its humors, Mr. Ashton reports:

> When I had returned to the ship an officer called my attention to the strange performance of a pair of natives in two rowboats. One under the stern of the *Patokah* held one end of a rope about the size of a clothes-line while the other rowed out toward the stern of the *Los Angeles*, slowly unwinding the rope from a huge coil. It appeared to be new rope, perhaps bought specially for the occasion. They were trying to measure the length of the airship. After all their trouble and a row of more than two miles round trip the rope was too short by fully 250 feet.

After touring the skies above Porto Rico and the Virgin Islands, the *Los Angeles* headed homeward, and in his account of the many curious incidents that enlivened the return voyage, Mr. Ashton tells us:

> Circling St. Augustine, Jacksonville and Savannah, we reached Charleston about sunset. It was at that quiet hour just before dark when even the air is still. Below lay a tiny negro cabin in a clearing, and in the yard were grouped three or four cows and a mule, while several white chickens were edging toward the henhouse.
>
> A thin curl of blue smoke climbed up toward us. I could visualize the family group inside, mammy busy at the cookstove, the "old man" tilted back in a chair smoking his pipe and waiting, while several pickaninnies sniffed around the food impatiently.
>
> Suddenly the mule began to switch his tail and shake his head. Espying the great roaring monster above him, he bolted for the cabin door, followed by a cow. Almost at the same instant the entire family and several dogs burst out of the back door while the mule and the cow remained inside. The negroes stood staring skyward, awestruck, and there we left them.

By the time the *Los Angeles* reached Lakehurst, she was very light, and was compelled to make twelve circles of the field before her drag ropes could be laid hold of by the crew on the ground. Mr. Ashton remarks:

> It was strange to see the 300 men diving for our swiftly dragging ropes, then swarming upon them like flies. Slowly we were hauled down, and before the sun was above the horizon were housed safely in the hangar beside the *Shenandoah*.

### MORE UNINSURED CARS THAN EVER

"WHY is it," asks Ambrose Ryder, "that the people who are most apt to be without insurance are the people who can least afford to be without insurance?" As he reminds us, "an automobile accident may cost many times the value of the car itself," and "probably four-fifths of the wealthy firms and corporations carry insurance on their cars," for "they realize that an investment is at stake, over and above the investment in the cars alone." This is frankly an argument for insurance, made by an insurance man in an insurance journal, but perhaps all the more interesting just on that account. Philosophizing further, Mr. Ryder observes, "The wealthy firm can afford a loss of $10,000 or even $50,000, but such a loss would bankrupt the average individual," and he says in *The Spectator:*

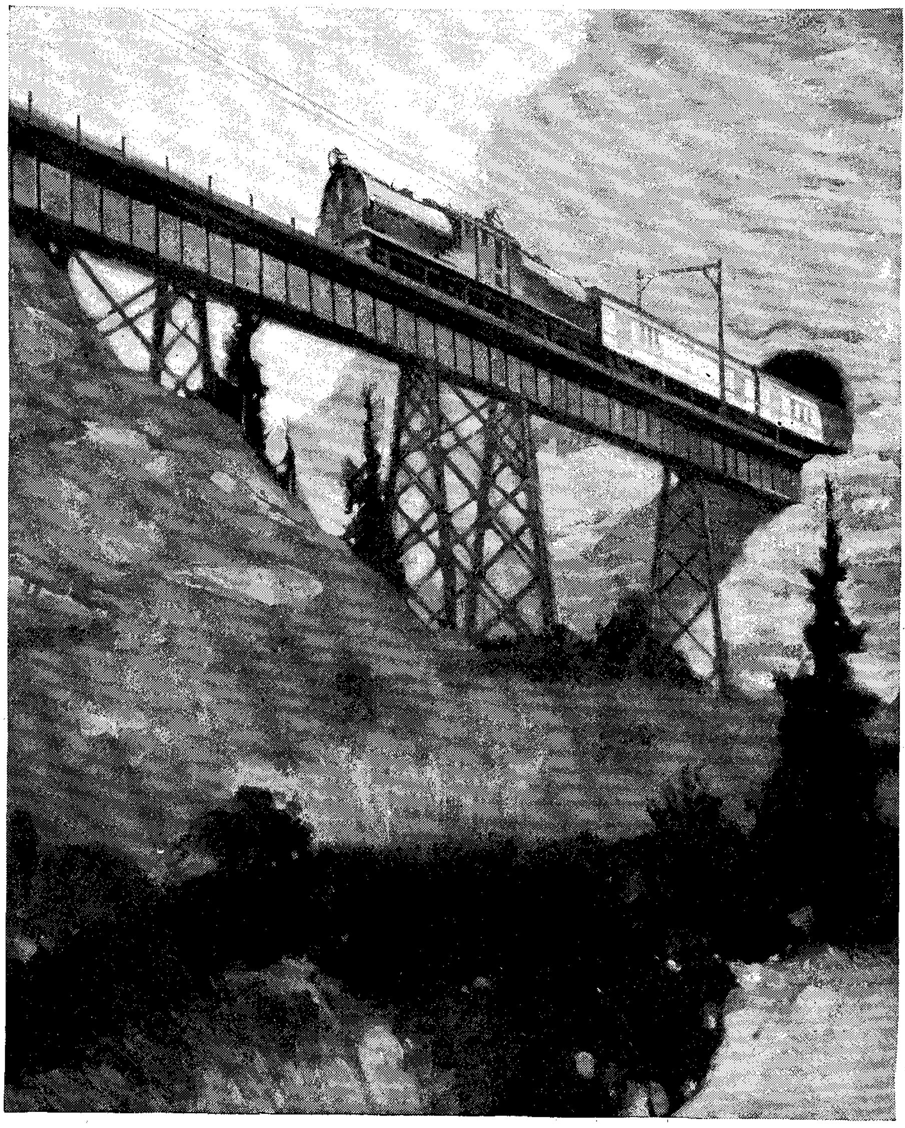
> The man who can not afford to pay for insurance can afford even less to pay for a loss. Present the following to him and let him decide for himself whether he can afford to be without insurance:
>
> WOULD YOU BET $7,525 TO WIN $80?

| *Would you bet:* | *that your car during the next twelve months:* |
|---|---|
| $2,500 vs. $ 3 | Would not kill any one? |
| $1,500 vs. $ 9 | Would not seriously injure any one? |
| $ 150 vs. $ 8 | Would not cause even a minor injury to any one? |
| $ 500 vs. $ 2 | Would not cause serious damage to some one's property? |
| $ 25 vs. $ 8 | Would not cause even slight damage to some one's property? |
| $ 750 vs. $10 | Would not suffer almost total loss in collision? |
| $ 100 vs. $25 | Would not suffer a collision loss of even moderate seriousness? |
| $1,000 vs. $ 5 | Would not be burned? |
| $1,000 vs. $10 | Would not be stolen? |
| $7,525 vs. $80 | |

> I doubt if any car owner would be willing to risk his money at such odds. Very few people would care to risk $2,500 just to win $3 at the end of the year, on the chance that their car would not kill any one during the coming year. Take even that bet of $25 against $8, which is the lowest odds of any of the bets listed above. How many automobile owners do you think would be willing to risk $25 on the chance of winning $8, provided their car would not even slightly damage some one else's property during the entire period of twelve months?

As Mr. Ryder is quick to recognize, the total number of cars insured increases yearly, but he tells us:

> The difference between the total number of cars registered and the total number of cars insured has also been increasing from year to year, and I think it is still increasing, altho there is quite a likelihood that the turning-point has just about been reached.
>
> It would appear therefore that the insurance agent is hardly able to hold his own against the vast army of uninsured in spite of all modern weapons of salesmanship.
>
> Very few lines of business offer any such



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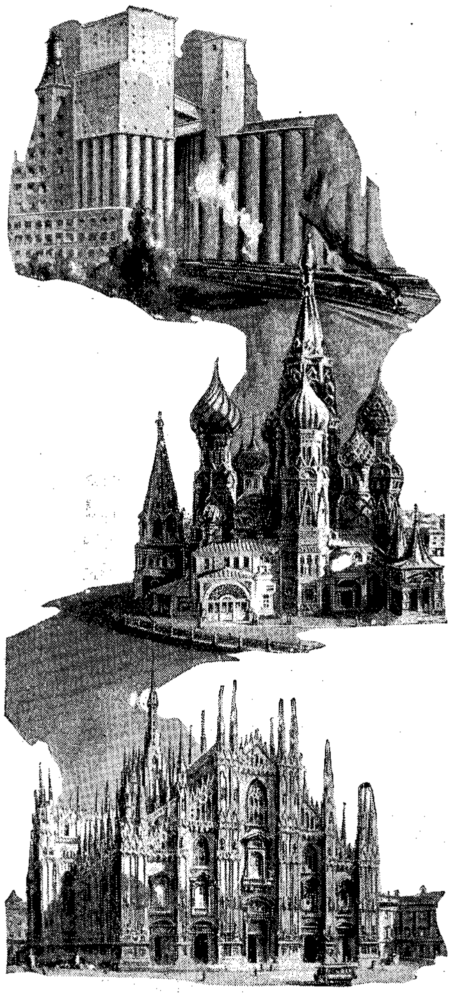

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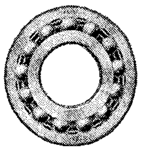

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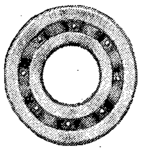

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## MOTORING AND AVIATION
*Continued*

opportunities. Just think of it—a larger number of renewals than ever before, plus a larger field of new customers to work on!

Yet insurance is cheap, we are told, and Mr. Ryder asks:

> Is there any other commodity which offers the purchaser as much for his dollar, compared with pre-war prices, as a policy of automobile insurance? Almost every other commodity has increased 50 per cent. in price or is even double in price. Automobile insurance, however, costs even less on the average than it did before the war. Insurance costs have increased somewhat in many of the larger cities, but the decreases in the smaller cities and in the rural districts are more than enough to offset the increase in the large cities.

---

### THE NEW NIGHT AIR MAIL BETWEEN NEW YORK AND CHICAGO

SOMETHING quite new in the history of aviation, and in fact in the annals of nocturnal enterprise, began on July 1 when the Night Air Mail Service between New York and Chicago was scheduled to go into effect. For this, as the New York *Evening Post* notes, "will be the only nocturnal service of the sort in the world." According to this New York newspaper—

"The average distance between landing fields, which number forty-six, is only fifteen miles, so that peril to the aviators is minimized. The most difficult stretch is the thirty miles across five mountain ranges in the anthracite regions of Pennsylvania, but in this distance there are five landing fields with beacon lights. And at Bellefonte, Pennsylvania, is a "terminal" of 1,700 acres with two auxiliary planes in constant readiness. The preparation of the route has meant much effort, at a cost of $500,000, and Colonel Whitbeck, superintendent of the Eastern Division of the Air Mail Service, is to be congratulated upon the outcome of his constant solicitude and exertion since the enterprise was first projected.

Comment from the other end of the line appears in a news item in the Chicago *Tribune*, calling attention to the announcement of Post Office officials that there has been inaugurated "a new flying schedule that will take Chicago's mail at the end of a business day and drop it in New York the next morning ready for the earliest business man." As we read in *The Tribune:*

> Business men, bankers, brokers, and merchants principally—are expected to find the new opportunity for rapid mail deliveries to New York and return of great value, and officials of the air mail predict a large volume of business.
>
> A glimpse at the new schedule, and comparisons with the one other air-mail schedule to New York, and with the fastest train time, shows how New York-bound mail posted for the air at five or six o'clock in the evening gets into the Eastern city eleven hours sooner than the day air-mail schedule, and some eight hours faster than the fastest mail trains.
>
> Here is the new schedule for the air mail from Chicago to New York, every night except Saturday and Sunday:

| | | |
|---|---|---|
| Leave Chicago | 8:30 P. M. | Central time. |
| Bryan, Ohio | 10:30 P. M. | Central time. |
| Cleveland | 1:20 A. M. | Eastern time. |
| Bellefonte | 3:50 A. M. | Eastern time. |
| Arrive New York | 6:00 A. M. | Eastern time. |

> From New York the schedule has been arranged as follows:

| | | |
|---|---|---|
| Leave New York | 9:30 P. M. | Eastern time. |
| Bellefonte | 11:50 P. M. | Eastern time. |
| Cleveland | 2:40 A. M. | Eastern time. |
| Bryan, Ohio | 3:30 A. M. | Central time. |
| Arrive Chicago | 5:45 A. M. | Central time. |

The old "Chicago-New York schedule of the transcontinental Air Mail Service takes on mail at Chicago at 7:50 A. M., Central time, and drops it in New York at 5:05 P. M., Eastern time." Thus, remarks this Chicago writer, "it leaves here at the beginning of the day before Mr. Businessman has begun to dictate it, even, and gets in New York just in time to see the man it is intended for leave early for home."

Further facts are briefly heralded in *The Tribune:*

> Flying from Chicago to New York at night is new, and sixteen pilots newly assigned to the Chicago field have been making trial flights at night to become thoroughly accustomed to the course. Guiding them on the way from Chicago to Cleveland are flashing beacon-lights every three miles, and landing fields with great searchlight beams every twenty-five miles.
>
> The new night mail to New York will be carried at a postage rate of 10 cents per ounce, two cents higher than the present air-mail rate to New York of eight cents an ounce.

---

### ANIMAL MORTALITY FROM MOTOR-CARS

"HOW much do motorists have to pay every year to owners of live stock killed by their cars?" Nobody knows, but *The Aetna-izer*, published by the Aetna Life Insurance Company of Hartford, Connecticut, suggests that the total would be a surprizingly large one. It quotes Dr. Dayton Stoner of the University of Iowa to the effect that "more than a million small animals and birds are killed by automobiles daily during the tourist season." Dr. Stoner's estimate is based on observations in Iowa. He has counted 105 dead animals of 29 different species in a distance of 200 miles. It seems that—

> Red-headed woodpeckers headed the list, with 39. Chickens, supposed to be the most common victims, ran a poor second, with 8. Averaging the total loss of animal life for the 3,000,000 miles of auto roads in the United States, the daily total runs well over 1,000,000 for all small birds and animals.
>
> Commenting on a later trip, Dr. Stoner said: "On a summer trip of 632 miles over Iowa roads, 29 species of our native and introduced vertebrate animals, representing a total of 225 individuals, were found dead as a result of being crusht by passing automobiles. This agency demands recognition as one of the important checks on the increase of natural life."

### FRESH AIR FOR AUTOMOBILE TUNNELS

HE new Liberty Tunnel in Pittsburgh has given opportunity for what is said o be the first real tryout in this country f the feasibility of securing adequate entilation in a long tube filled with motor-ehicles emitting exhaust gases. The same roblem must be met in the Hudson tunnel ow under construction at New York City, so the Pittsburgh experience has peculiar interest for engineers as well as for the sers of automobiles. Writing in *The Electric Journal* (Pittsburgh), Arthur McGonagle tells of topographical conditions that made a tubular vehicle-way desirable, and explains how the engineering problem of ventilation was successfully met in a tunnel more than a mile in length. He ays:

In Pittsburgh, the rivers and hills present many problems which are not common to other cities. The main business district is confined to a small triangular section bounded on one side by the Allegheny River and on the other side by the Monongahela River. Beyond the latter river, the surface rises abruptly so that there is little room for development. Beyond this hill is a section suitable for a residential district, but to reach this has been difficult. The opening of the Liberty Tunnel brought this th-side region to within a few minutes' from the business section. The past ar has seen more building in the South ills than in any other section of the Pittsburgh district.

There are two tubes, one for traffic in ach direction. The alinement is straight ith a slight grade from the down-town up the suburban end. The tunnel is 5,888 et long from portal to portal. At the middle of the tunnel two shafts rise 190 eet to the surface, where are located the fans and electrical equipment. Each haft is partitioned into exhaust and supply ducts.

The direction of the air in the tubes is always with the traffic. Half of each tube from entrance to mid-length is ventilated by exhaust fans bringing fresh air from the entrance. At mid-length there is a large opening across the top of the tube through which the air is exhausted by fans at the surface above this point.

A short distance beyond the exhaust shaft a forced draft of incoming air is brought in from the pressure fans. The air-supply ducts are turned forward in the direction of traffic alongside the tunnel and terminate in vertical slots in the side walls. The ducts are shaped to form nozzles directed at an angle of 2½ in 12 toward the axis of the tunnel in the direction of traffic. Inspection of the section between uptake and the supply nozzles indicates that there is no short-circuiting of the air path.

At each end of the tunnel a special construction has been used to provide a wind break to prevent obstruction of the outgoing ventilating currents by winds. It consists of a wind trap formed by extending the tunnel some 75 feet beyond the face of the hillside and building two large openings in the roof of this extension, with side walls carried up high enough to form, in effect, low up-casts or stacks. The outgoing ventilating current can pass upward to the open air, and at the same time an opposing current of wind from the outside entering the tunnel portal can pass up the

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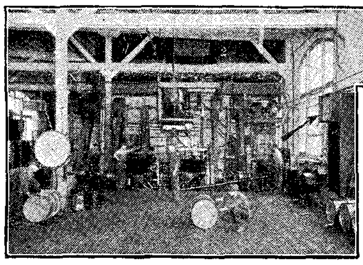

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## MOTORING AND AVIATION
*Continued*

first stack when it is deflected by meeting the ventilating current.

Professor Henderson made an exhaustive investigation at New Haven to determine the effect on the human body of breathing air containing various proportions of carbon-monoxid gas. Based on these tests on a large number of persons, it was determined that no harmful effects resulted from breathing for a period of one hour air containing six parts out of 10,000 of CO gas. Other tests resulted in the assumption that the average motor-car discharges 1.5 cubic feet of CO per minute.

On this basis it was determined that each vehicle in the tunnel requires a fresh air-supply of 2,500 cubic feet per minute. The assumed number of cars in each tube under full normal traffic conditions was taken as 114. Hence the total fresh air supply required on this basis was taken to be 280,000 cubic feet for each tube. This amount was made the minimum to be supplied to each tube. As each tube is served by two exhaust fans and two blowing fans, this duty was divided equally between the four fans, and the minimum duty of each fan was fixt at 70,000 cubic feet per minute.

To meet exceptional needs of rush-hour traffic, it is possible, we are told, to speed up the fans so that the total delivery for each tube is 560,000 cubic feet per minute; and should an emergency arise, due to traffic jam or a fire in the tunnel, a still greater speed is possible, with maximum delivery of a million cubic feet of air per minute through each tube. The fans are driven by direct-current motors. Supply and exhaust fans are of the same size, each having many blades, 115 inches long by 54 inches wide. Two 85-horse-power motors are provided for each supply fan, and two 40-horse-power motors for each exhaust fan, the second motor in each case being for emergency use. There are eight fans in all, each controlled from a switchboard in the converter room, where the operator has before him for guidance a graphic recorder that traces continuously the record of carbon-monoxid percentage in the tunnel. As to results, under existing traffic conditions, Mr. McGonagle states:

For a number of months, before the completion of the ventilating system, the tunnel was operated, with limited traffic, under natural ventilation. Since the ventilating system has been in operation, no attempt has been made to limit the spacing of cars or control their method of operation except such control of speeding and reckless driving as the traffic policemen may exercise. The maintenance men or traffic policemen can communicate with the operating room by telephone, at any one of the cross-passages between the two tubes, such passages being spaced about 500 feet along the tunnel. However, the operators depend largely on the indications of the carbon-monoxid recorder and increase the fan output whenever the curve indicates over four parts in 10,000. The present practise of operating the plant is to keep one supply and one exhaust fan in operation throughout the twenty-four

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hours for each tube, and to use all fans only during the day, the speeds of all fans being regulated according to traffic conditions, the speed being increased just before rush hours so as to maintain ample ventilation during the traffic peak. Overload operation by switching in the second motor of each fan is resorted to only at times of congestion or similar emergency.

---

### THE AIR MAIL'S LIMITLESS FUTURE

RIGHT now it would be possible for airplanes to carry mail between New York and London in about the same time as between New York and San Francisco, we are told. Thirty-two to thirty-four hours should suffice, thinks Col. Paul Henderson, who recently resigned as Second Assistant Postmaster-General to become general manager of the National Air Transport, Inc., and who says in *Collier's*, "Granting engineering advance, comparable with that which I have seen in the last five years, I believe that within the next decade it will be entirely feasible to undertake the transportation of mails by air not only to every part of the North American continent, wherever there may be sufficient demand, but also to the Central and South American nations, and to Europe and Asia." Colonel Henderson says further:

> This is what I see: a series of air-mail routes from 800 to 1,000 or even 1,500 miles in length, flown each night by postal planes. America is made up of large centers of population, situated vast distances apart. Those cities that are separated only such a distance as may be covered easily overnight by train can not at the present time be economically served by the airplane. The reason is obvious. But those cities which can not be reached overnight by train are the ones which need air transportation right now and which, I am convinced, will have it within the next few years. There is almost an unlimited combination of such services. For instance: New York-Atlanta, New York-Chicago, Boston-Chicago, Boston-Pittsburgh, Pittsburgh-Kansas City, Pittsburgh-Detroit, Chicago-New Orleans, Chicago-Denver, San Francisco, Seattle, Minneapolis-St. Louis, and so on.
>
> Before this rather ambitious vision can be fully realized, however, aviation engineering must make definite progress along, first, the line of motive power; second, the line of perfecting an altimeter; and, third, the line of radio direction finding.
>
> The necessity for an improved power plant is apparent to all who have ever flown, excellent tho the present engines are.
>
> The pilot's present altimeter, which is in reality simply an aneroid barometer, shows him how far he is above sea-level. What he needs is an instrument which will show him how far he is over the ground which lies immediately beneath. If he knows this and if through a radio direction finder he knows that he is on his course, he is master of the situation. Whether it is day or night he can come down. If it is night, his plane is so completely equipped with electric lights and flares that he can turn the darkness into light. If he is a long way from relief, the time is not far distant when he will be able, through radio apparatus in his own machine, to communicate with headquarters and summon relief.

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Capt. Amundsen wrote:

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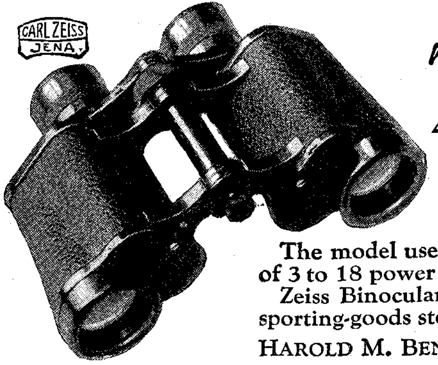
Roald Amundsen



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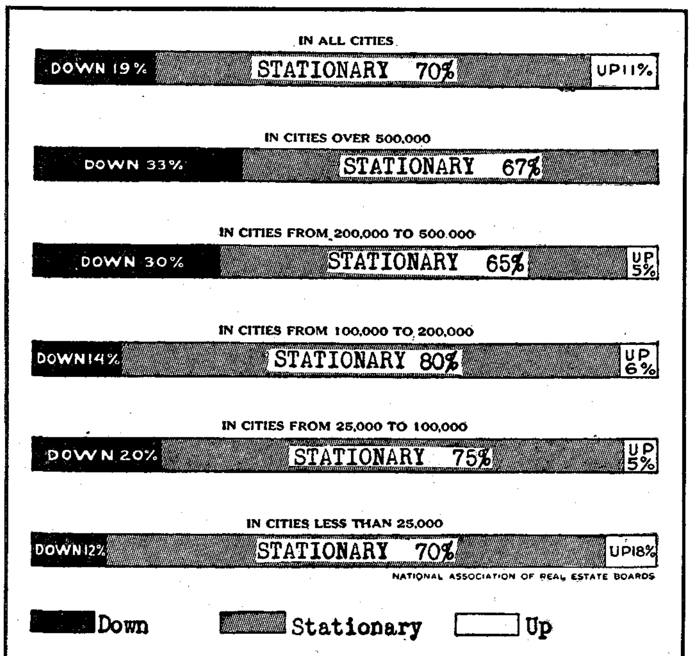
CLEVELAND

# INVESTMENTS ▾ AND ▾ FINANCE

## STABILIZING RENTS

RESIDENTIAL RENTS seem to be settling down to a stationary condition in most of our cities, with a very slight movement downward, according to a survey of the rent situation compiled by the National Association of Real Estate Boards. We are told that 72 per cent. of the 225 cities reporting show stationary rentals, that 20 per cent. indicate a downward trend, which leaves only 8 per cent. with rising rents. Rent payers in New York, Chicago, Philadelphia, Detroit, St. Louis and some of our other leading cities may be pleased to learn that no city of over 500,000 population reports a tendency of rents to increase, and that a third of them report a downward tendency. Closely connected with this matter of rents is that of building shortage. The National Association's survey indicates that the post-war shortage is rapidly disappearing and that less than a third of the reporting cities still have any shortage of dwellings, apartments, and of business buildings. Certain geographical and both facts are thus summarized in the Association's news service:



PRESENT TENDENCIES IN RESIDENTIAL RENTS

The chart shows the movement of rents throughout the country in cities of different sizes. It is prepared by the National Association of Real Estate Boards. Note that, generally speaking, the larger the city the greater the downward tendency in rents.

> The Central Eastern Section shows the most uniform tendency toward lowering rents. Of the cities from this section 38 per cent. report a tendency down for rents in large apartment buildings. Rising rents are reported only on single-family dwellings, and only 6 per cent. of the cities report any increase in this type.
>
> The Southeastern Section, on the other hand, is the only section where a tendency to rising rents predominates. Here 50 per cent. of the cities report rents rising in single-family dwellings, and only 7 per cent. a down tendency.
>
> Canadian cities report no upward rent tendency in any class; a stationary condition is reported by every city reporting for all types of multiple-family dwelling. A down tendency in single-family dwellings is observed in reports of 20 per cent. of the Dominion cities.
>
> Rents in large cities average in general twice, in some classes of property three times, that charged in the smaller cities reporting. Single-family dwellings of the middle class in locations of moderate desirability show the least variation.
>
> Multiple-family apartments of the best type in the most desirable locations vary from an average rent of $15 per room per month in cities of under 25,000 to an average of $35 per room per month in cities of over 500,000. Middle-class apartments vary from $10 in the smallest cities to $20 in the largest.
>
> Apartments of the cheapest class in least desirable locations are reported as renting for an average of $5 per room per month in cities of under 25,000, and as scaling up to an average of $15 per room per month in cities of over 500,000.

It is reported further that the existing house shortage is most felt in single-family dwellings, that such over-building as exists is chiefly in apartment building, that there is no shortage of apartment houses in any city over 500,000 population, that there is considerable shortage of apartment houses in the smaller cities, and that the only section where there seems to be still a considerable general shortage in all kinds of building is the Southeast.

## WHAT TO DO WITH THE CONVICT'S LABOR

HERE IS A DIFFICULT PROBLEM. It is generally agreed that the convict for his own good ought not to be idle, and that his work ought to be productive, for the day of the treadmill is passed. And yet. we read in *The Nation's Business* (Washington, D. C.), "there is a strong and just protest when the unpaid or low-paid convict labor enters into competition in the open market with the product of free labor." The directors of the United States Chamber of Commerce have been concerning themselves with this question. The industry chiefly affected is the garment trade. "In 1923 some $45,000,000 of prison-made goods were sold on the competitive market, and of this amount 42 per cent., or about $16,500,000 worth, was clothing." So the garment manufacturers have been calling the attention of the Chamber of Commerce to this competition which they consider unfair. And the directors of the Chamber have declared their conviction "that every effort should be made to adapt prison-made production to the necessities of the State's own use, and that it would be particularly unfair to private industry to unnecessarily compete with State goods which are the production of involuntary labor." And one of the Departments of the Chamber has been instructed to make a careful study of the subject. In this problem, we are told, the public has both a social and a financial interest. It wants prisoners kept employed and at the same time it is interested in the question whether a prison can be made a profit-paying institution, with consequent reduction of taxes. "But should forced and unpaid labor be allowed to meet in the open market free paid labor?" And "grant that the convict should work, what should he work at, and how?" It is noted that seven methods have been tried:

> Lease.—Where the convict is hired out to a lessee who assumes complete control of him.
>
> Contract.—Where the convict's services are hired out for an agreed number of hours daily, but the State maintains the discipline.
>
> Piece-price.—Where the State maintains the prison factory, the contractor furnishes the raw material, and the State does the work and receives payment per piece
>
> Public-account.—Where the State goes into the manufacturing business and sells on the open market.
>
> State-use.—Where the State manufactures in its own prison industries but disposes of the product only to institutions maintained in whole or in part by the State.
>
> Public-works.—Where the State uses the labor of its convicts to build public highways and buildings.
>
> States-use.—Where the State manufactures on its own account and consumes as much of its product as it can, and then disposes of the surplus not on the open market, but to institutions of other States.

On this list *The Nation's Business* comments as follows:

The first is obsolete. The second, third and fourth are the ones to which industry has the most reason to object. Of all, the State-use system seems to meet the least objection; yet it has highly controversial points. How far shall we extend the term State-use? Let the convicts make their own uniforms and shoes. Well and good, but that doesn't take all their time. Let them make the clothing of inmates of other institutions? Perhaps. Let them make the uniforms of the State militia? More doubtful in the minds of many.

An actual case of trouble over the State-use system of dealing with convict labor is quoted from the report of the Chamber of Commerce's Department of Manufacture:

> The National School Supply Association of Chicago, Illinois, having in its membership a large number of manufacturers of school furniture, is alarmed at the increasing development of the State-use system. Their attitude is that it is proper for the States to make equipment for hospitals, penitentiaries, asylums and poorhouses, but fear the movement will gradually extend to the production of equipment for schools. They believe that if State-use production is to any degree concentrated on school equipment, it will put out of business a number of manufacturers now relying for a large portion of their business on the demand from public schools. Yet what would be their predicament if their goods were made by a well-organized group of prison contractors as in the work garment lines.

## THE PASSING OF FOREIGN EXCHANGE SPECULATION

FINANCIAL history is just now engaged in repeating itself, according to *The American Banker*. It is recalled by this financial journal that after our own Government had suspended specie payments on account of the Civil War, an elaborate business in buying and selling gold at once sprang up, involving hundreds of specialized brokers and thousands of speculators. A special Gold Exchange was created. But the entire business was swept into the discard by the resumption of specie payments in 1879. A similar fate is predicted for the foreign-exchange business which has grown up since the war. Before 1914 there was practically no public speculative interest in foreign exchange. Wide swings in exchange values were prevented by prompt exportation or importation of gold. "But when in consequence of the World War, European and other currencies abandoned the gold standard, public buying and selling of foreign moneys and exchange assumed huge proportions." Hundreds of dealers entered the new business and many banks entered a field which they had previously entrusted to a few specialists in New York. But "the resumption of the gold standard by Britain has sounded in large measure the death-knell of this unusual and speculative post-war financial business. For not only had the pound sterling assumed a relative stability in terms of dollars but its great example is already encouraging other nations to resume gold payments." As *The American Banker* continues:

> A year ago many dealers in foreign

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***Most widely used:*** 650,000 travelers last year cashed 6,000,000 A·B·A (American BANKERS Association) Travelers' Cheques totaling $136,500,000,—making them the most widely used travelers' cheques. Carried all over the world by experienced travelers.

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***Easy to use:*** You sign them all when you buy them. You sign each one again, when you use it, in the presence of the person who cashes it. That's all.

***Handy:*** Provided in small, compact bill folds in denominations of $10, $20, $50 and $100. Light and easy to carry.

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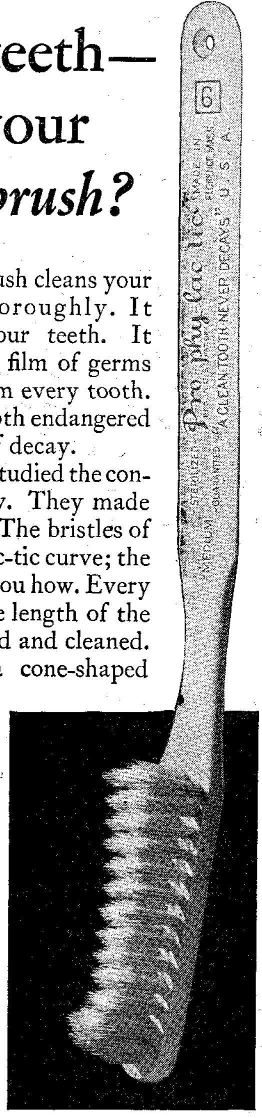
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Decay germs reach ALL your teeth—does your *tooth-brush?*

A GOOD brush cleans your teeth thoroughly. It reaches all your teeth. It sweeps off the film of germs and mucin from every tooth. It leaves no tooth endangered by the acids of decay.

Skilled men studied the contour of the jaw. They made a brush to fit. The bristles of the Pro-phy-lac-tic curve; the picture shows you how. Every tooth along the length of the brush is reached and cleaned.

They put a cone-shaped tuft on the end of the brush. This helps you reach your back teeth. They curved the handle. That alone makes it easier for millions of tooth brush users to reach and clean every tooth in their mouths. Think of what help these features of the Pro-phy-lac-tic could be to you. No more trouble trying to make a flat brush clean a curved surface. No more awkward stretching of your mouth by brushes with the wrong shape of handle. No more fear that ALL your teeth may not be thoroughly clean.

Consider this tooth brush of yours. Is its bristle-surface concave? Does it fit the shape of your jaw? Does its handle follow the curve of your mouth? Is it easy to reach your back molars with it?

*free* Tooth brushes for life to the reader who helps us with a new headline for our advertisements. The headline of this advertisement is "Decay germs reach ALL your teeth—does your tooth-brush?" After reading the text can you supply a new headline? We offer to the writer of the best one submitted each month four free Pro-phy-lac-tics every year for life. In case of a tie, the same prize will be given to each. Your chance is as good as anyone's. Mail the coupon or write a letter. The winning headline will be selected by the George Batten Company, Inc., Advertising Agents. This offer expires April 30, 1926.

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## INVESTMENTS AND FINANCE
*Continued*

exchange saw the hand-writing on the wall. Some abandoned the business entirely, others reduced their forces as the volume of their business fell. The field is contracting rapidly, with the prospect that in a few years it will be back on a pre-war basis, and left entirely in the hands of a few specialists of long experience, large resources, wide connections, and undoubted standing. Ultimately the business in exchange will be handled by large banks with foreign connections, private bankers with special foreign affiliations and a few large brokerage firms that are needed in the conduct of the market.

The expanded exchange business after the war, and even the heavy speculation in exchange, served a useful purpose as a rule. It established some kind of order in an unprecedentedly chaotic financial situation. It facilitated the return to the gold standard witnessed in recent months. Soon it can go to a well-honored rest beside the Gold Room of fifty years ago. In our own times, it is improbable that need for its reexpansion will ever occur.

### COLLEGES AS RAILROAD OWNERS

IT seems that nearly 28 per cent. of the income-producing endowments of our leading colleges is invested in steam-railway stocks and bonds. At least such is the conclusion reached by the Bureau of Railway Economics after a study of the replies from sixty-five leading educational institutions questioned on that point. According to a Washington dispatch to the New York *Times:*

> The bureau stated that the value of the productive investments of the sixty-five institutions was $531,696,687. Of that amount, $148,270,933, or 27.9 per cent., is invested in steam-railway securities. Investments in steam-railway bonds by these colleges are $129,150,352, while investments in railway stocks amount to $19,120,581.
>
> Stanford University in California ranks first in the amount invested in railway securities. Of its total productive investment, $13,907,000, or 49.8 per cent., represents investments in railway securities. Harvard University with $13,681,396, or 31.8 per cent., ranks second, Yale, with $12,536,411, or 33.8 per cent., is third, Chicago University fourth, and Johns Hopkins University, with $10,156,904, or 53.8 per cent., is fifth.
>
> Several smaller schools have still larger percentages of railway investments, notably, Connecticut College for Women, with 90.8 per cent.; the Catholic University of America, with 89.3 per cent.; Barnard College with 81 per cent., and Bryn Mawr with 60.7 per cent.
>
> Of the $52,695,357 in productive investments that have been made by Columbia University, $8,966,550, or 17 per cent., is in railroad securities. Massachusetts Institute of Technology has $5,759,000, or 20.1 per cent., and the University of Pennsylvania has $5,374,013, or 37.9 per cent. Princeton University has $7,437,040, or 51.3 per cent., invested in steam railway securities.

### HOW ITALY CAN GET MORE OF OUR MONEY

WHEN in Rome not long ago Mr. Thomas W. Lamont, of J. P. Morgan and Company, gave the Italians some advice that American tourists may think was not altogether needed. At a gathering of Italian business men he suggested, according to an Associated Press dispatch, that Italy attempt to induce American tourists to remain longer in Italy and thus recoup most of the reduced flow of American money to Italy caused by decreased remittances from Italians in America. To the extent that such advice can be followed, says the New York *Journal of Commerce*, it has much to recommend it:

> There is no item on the favorable side of a foreign trade balance that is offset by fewer liabilities than the returns from tourist travel. To be sure, tourists must eat and drink, and they bear away goods in considerable quantities, but their expenditures go in large part for personal services and various other intangible items, while in their wanderings they help to swell the revenues of railroads and other transportation agencies and the income of houseowners. So it follows that the presence of tourists is productive of much clear profit to owners of capital, fixt and circulating, and to purveyors of services.
>
> The only trouble with Mr. Lamont's advice is that it appears to be superfluous, as the trend of tourists toward Italy is already taxing the capacity of shipping lines.

### STORE-DOOR DELIVERY BY THE BOSTON AND MAINE

ONE of the reasons why motor-trucks are taking short-haul freight business away from the railroads is their ability to deliver from a store in one town directly to the door of a customer in another. The railroads are beginning to meet this competition by supplying similar accommodation. The Boston and Maine inaugurated on June 1 a "store-door-delivery" system on its lines at Boston, Lowell and Lawrence, and will extend the service if the experiment proves a success. As *Bradstreet's* summarizes the railroad's announcement:

> Merchandise will be collected at the door of the shipper and deposited at the door of the consignee, such merchandise, of course, being in less-than-carload lots, and this service will involve the use of both railroad and motor-trucks. The company is also considering the employment of motor-trucks to transport less-than-carload shipments between Boston and Lowell and between Boston and Lawrence. This system will include, also, the handling by trucks of merchandise to and from the railroad terminals at intermediate points, and may eventually displace the present local freight trains on the Boston and Maine between the stations served. The bulk of the shipments between Boston and the cities mentioned will continue to move, however, by rail, with the direct collection and delivery by motor-trucks expediting the movement at terminals. The company says that it intends "to contract with existing truck companies for the service wherever practicable, rather than to engage in wasteful competition."

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## CURRENT EVENTS

### FOREIGN

une 17.—The Dawes reparations plan, covering the six months prior to April 30, has fulfilled expectations, and both Germany and the Allies have met fully the obligations placed on them under the agreement, announces S. Parker Gilbert, Jr., the American Agent-General, in Berlin.

Another note emphasizing the gravity of the situation caused by the disturbances in China and calling on the Chinese Government to allay them is sent to the Chinese Foreign Office at Peking by the Italian Ambassador, representing also other members of the Foreign Diplomatic Corps.

Twenty-seven nations, including Germany, sign the protocol outlawing poison-gas and disease-germ warfare at the closing session of the International Conference for the Limitation of Traffic in Arms and Munitions. This protocol was sponsored by the American delegation.

une 18.—Premier Mussolini informs the Governments of the United States and Great Britain that Italy is ready to undertake negotiations for the payment of her debts. The negotiations with the United States will begin June 25.

The French reply to Germany's proposal for a Western European security pact prescribes that Germany must enter the League of Nations as a prerequisite of any agreement, and approves the German suggestion for arbitration treaties among the Powers signatory to the proposed pact.

Roald Amundsen and his party, who attempted a flight to the North Pole on May 21, return safely to Spitzbergen.

June 19.—The Chinese General Chamber of Commerce decides to terminate the strike against foreign activities on June 22. Meanwhile the foreign diplomats suggest to the Chinese Government negotiations to settle the present disturbances and discussion of conditions in China generally.

June 21.—The general strike among Chinese workers in Hongkong spreads to the street railways, and in Shanghai numerous isolated outbreaks, none serious, are reported. In Paris Chinese students force an entrance into the Chinese Legation and compel the Minister to sign documents approving the Shanghai revolt.

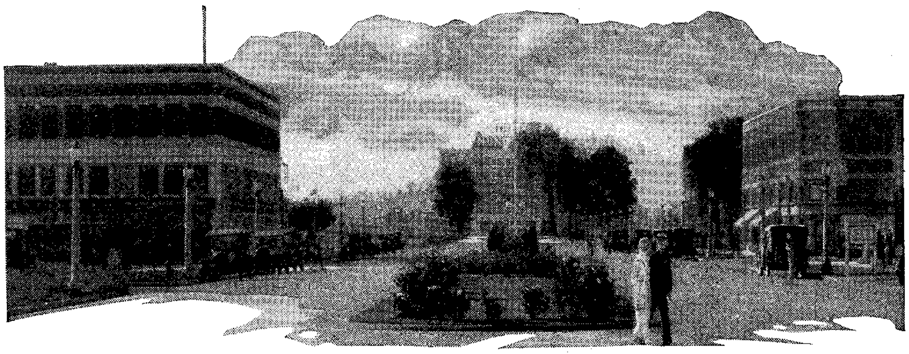
Eight Catholic missionaries who were martyred by Indians while spreading the gospel on the American continent in the seventeenth century are beatified by Pope Pius XI.

June 22.—Shameen, the artificial island which is the Canton foreign settlement, is in a state of siege, protected by two gunboats, British and French; and all Europeans are warned not to enter Canton itself.

June 23.—British and French marines return the fire of Chinese rioters attacking the European quarter in Canton. Anti-foreign demonstrations are reported also in Ningpo, Shanghai, and elsewhere.

Prime Minister King of Canada announces in the House of Commons that the Canadian Government will name an envoy to Washington soon after the meeting of Parliament.

The Success of
LONGVIEW, Wash.
was Pre-determined



FROM the first master stroke—*the selection of its location*—Longview's ultimate development into one of the future great cities of the Pacific Northwest has been systematically planned.

The success of Longview was *pre-determined.*

From a standing start, only two years ago, in a valley of farms and orchards, Longview already has become a city of more than seven thousand inhabitants. Great manufacturing plants have been built and the roar of industry is now a reality. Ocean liners—three and four at a time—are loading cargo at Longview docks. Millions of dollars are being spent in new projects. And so Longview moves rapidly in strict accord with the pre-determined plans and desires of its founders.

**FACTORY INDUCEMENTS**—Longview presents the ten essentials for successful industry.

**1—Transportation by river, by sea, by rail and by highway.**
**2—Accessible markets, domestic and foreign.**
**3—Expertly planned industrial districts.**
**4—Reasonable land prices.**
**5—Raw materials.**
**6—Fuel and power.**
**7—Labor.**
**8—Unexcelled climate.**
**9—A place to live with all the conveniences of a modern city.**
**10—Community spirit.**

The Long-Bell lumber manufacturing plants are now in operation and a second unit is being built. The Weyerhaeuser Timber Company has selected Longview for one of its great manufacturing plants.

The Fleishhacker banking interests of San Francisco have purchased the control of the Longview National Bank.

Big business *is* sure of Longview.

**PROPERTY INVESTMENT**—No section of the country offers greater opportunities, or greater security for investments in income producing properties, than the Pacific Northwest.

The continued rapid growth of Longview, on a safe and sane basis, without the aid of boom methods, invites the utmost consideration of the careful, conservative investor in income properties.

Office buildings and store rooms, apartment houses, apartment hotels, suburban garden lands and rental houses are some types of income producing properties which will be needed.

Longview's growth, although phenomenal, is not of the "mushroom" variety.

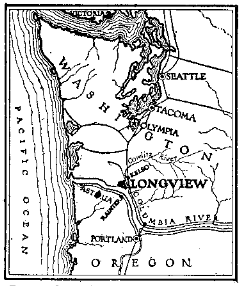
The millions that have been expended for construction are invested in permanent types of buildings.

Longview is not an experiment.

Longview is a *fact.*

**Monthly Payrolls Near Million Mark**

**Longview's payrolls will aggregate $800,000 a month as early as the middle of this summer, it is conservatively estimated. . . . . Longview has grown from nothing to a permanent, modern city in less than two years' time without the use of "boom methods".**



Longview is served by three trans-continental railways, the Northern Pacific, the Union Pacific and the Great Northern; the Columbia River with its ocean-going commerce to the leading ports of the world; two internationally famous paved highways—the Columbia River Highway and the Pacific Highway—and a third, the Ocean Beach Highway, now being built. Longview is 50 miles northwest of Portland, 50 miles east of the Pacific Ocean and 135 miles south of Seattle.

**WHOLESALE AND JOBBING**—More wholesale and jobbing establishments, of the better class, will be required to serve Longview's ever increasing population.

Big industries permanently locating in Longview are bringing well paid workers and rapidly enhancing the business opportunities in many lines.

Longview is fifty miles from the nearest larger city. It is surrounded by several smaller towns and by an abundantly productive farming community. Located on two of the most popular national highways, Longview is visited yearly by thousands of tourists. Last year Longview had, it is estimated, more than 200,000 visitors.

This year a new $15,000 auto tourist park, with every modern convenience, has been built to accomodate the ever increasing number of tourists visiting Longview.

**A HOME DELIGHTFUL**—Who has not dreamed of just such a place as Longview for a home?

Situated in a beautiful valley where the Cowlitz River joins the Columbia on its way to the Pacific Ocean—amid the grandeur of immense forests and mountain ranges—Longview is the dream come true for happy young home builders.

Longview is not a straggling "boom-type" town. Longview is a city of vision—planned by expert city planners and built for permanence.

You will enjoy the progressive spirit of this modern young city. You will find the climate delightful. There are complete facilities for the education of your children and every approved means for healthful recreation. Longview's stores are of the highest type. Living costs are moderate.

**The Longview Co.**
**Longview, Wash.**

**Building Activities This Year**

**The first unit of a $200,000 public hospital with 80 beds. A $150,000 public library. A $75,000 passenger station. A $125,000 community church. Five larger business buildings aggregating $250,000. A $100,000 addition to the public school. 15 additional miles concrete paving.**

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## CURRENT EVENTS

*Continued*

After a fight between the Nationalist and Communist elements, the French Chamber of Deputies votes, 510 to 30, confidence in Premier Painlevé's Moroccan policy.

It is officially announced that French operations for the evacuation of the Ruhr will soon begin.

Mexico is reported taking steps toward investigation and remedy of the agrarian seizures about which Secretary of State Kellogg recently complained to the Mexican Government.

Economic sacrifices and an intensive reduction in their industrial production by the receiving nations are necessary if the Dawes reparations plan is to operate successfully, as reparations can be transferred only in German goods, says Sir Josiah Stamp, British economist and co-author of the Dawes plan, in an address before the International Chamber of Commerce, meeting in Brussels.

### DOMESTIC

June 17.—If Mexico wants the friendship of the United States, she must furnish Americans there with peace and protection, says James R. Sheffield, Ambassador to Mexico, at the annual alumni luncheon at Yale University.

June 18.—Senator Robert M. La Follette of Wisconsin, leader of the progressive element in American politics, and candidate of the Progressive party for President in the last campaign, dies in Washington. He was born June 14, 1855.

Fifty defendants indicted in the recent furniture cases under the Sherman anti-trust law plead guilty and are fined a total of $166,000 in a Federal court in Chicago.

Additional deaths of victims of the wreck of a Delaware, Lackawanna and Western Railroad train at Rockport Sag, New Jersey, on June 15, bring the total up to forty-five.

June 19.—The United States Government loses its suit to annul the lease of the Teapot Dome Naval Oil Reserve to Harry F. Sinclair and the Mammoth Oil Company, when Federal Judge T. Blake Kennedy, sitting in Cheyenne, Wyoming, dismisses the complaint after denying every one of the chief charges. United States District Attorney Albert B. Walton announces that an appeal will be taken.

June 20.—Cheered by thousands, Lieutenant-Commander Donald B. MacMillan sets sail from Wiscasset, Maine, on his voyage of exploration in the polar region.

June 22.—Senator Edwin F. Ladd, of North Dakota, a follower of Senator La Follette, dies suddenly in a Baltimore hospital. He was born December 15, 1859.

In an address to the administrative heads of the Government, President Coolidge says that he will recommend a further tax-reduction to the next Congress, and announces that the Government will end the fiscal year at the close of June with a surplus of $200,000,000.

June 23.—A new plan for the enforcement of Prohibition which will abolish State lines and establish intead twenty-two Federal Prohibition districts, directed by a Prohibition administrator, will begin August 1, it is announced in Washington.

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The New Process Super Record
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## THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

*Readers will please bear in mind that no notice will be taken of anonymous communications.*

**America, American.**—"M. C.," Brooklyn, N. Y.—The first use of the term *American* in English is said to be recorded on page 284 of George Best's "A True Discovrse of the late Voyages of Discouerie for the finding of the passage to Cathaya, by the North-weast, vnder the conduct of Martin Frobisher, Generall; deuided into three bookes," London, 1578: "The *Americans* . . . dwell among the equinoctiall line." How America was given its name is not clear. From Humboldt's investigation it is certain that the Florentine navigator Amerigo Vespucci (1451-1512) had nothing to do with it. The name probably originated in Germany. Waldseemüller is credited with having proposed the name which geographical writers promptly adopted, including the Spaniards and the Portuguese. He used it in his "Cosmographiæ Introductro" issued in 1507.

The famous Philomusus Joshuah Sylvester, Gentleman, in his translation of the Gascon Huguenot, Guillaume de Saluste, Seigneur du Bartas's works dated 1598, refers to "the Empire of the Ocean, Atlantike, Indian, and *American.*" There are, of course, numerous later references, as Herbert's couplet (1633)—

> "Religion stands on tiptoe in our land
> Readie to pass to the *American strand.*"

and Samuel Johnson's famous pamphlet (1775), "Taxation under Tyranny, and Answer to the Resolutions and Addresses in the *American* Congress," in which he asserted that the "*Americans* are able to bear taxation is indubitable."

**irrecusable, igniferous.**—"B. S.," Washington, D. C.—*Irrecusable* designates something "that can not be rejected." *Igniferous* means "producing fire." *Igniferous* has attained a respectable age for it was used in the "Owl's Almanac," an anonymous tract, the authorship of which Sir James Murray attributes to the Elizabethan dramatist, Thomas Dekker. It appeared in 1618. Bailey, the lexicographer, defined *igniferous* in his dictionary in 1727—"Bearing or bringing Fire." *Irrecusable* was used by Bentham in 1776 and by Horace Walpole in 1785. This word came into English through French, but *igniferous* we derived directly from the Latin.

**Paducah.**—"B. A. R.," Attleboro, Mass.—*Paducah* is pronounced *pa-du'ka—a's* as in *final, u* as in *rule.*

**prissy.**—"J. McN.," Montclair, N. J.—In the vernacular of Northwestern Arkansas, *prissy* is an adjective used as a substitute for "precise" and occasionally with the senses "nice," and "overparticular." There, sometimes, a fussy person is characterized as a "prissy" one.

In Eastern Alabama *prissy* designates one who is "very particular; overnice or squeamish," and as Mr. J. C. Harris puts it in his "Mr. Rabbit at Home"—"Once when I was courting, I spoke of a sitting hen, but the young lady said I was too *prissy* for anything" (p. 40).

**purchaser, purchasor.**—"D. D. F.," Flint, Mich.—The spelling *purchasor* dates from 1556. An earlier spelling, *purchasour*, dates from 1303. Blackstone in his "Commentaries" in 1766 used *purchasor*, but Massinger introduced the form *purchaser* in 1625, and that spelling, having the support of the best writers from that date, is accepted to-day as standard English for "one who purchases for money; a buyer."

**Stoke Poges.**—"M. N.," Astoria, L. I.—The manor of *Stoke* derives its name of *Stoke Poges* from its heiress Amica (or Amice) de Stoke, who married Robert Poges, a knight of the shire of Buckingham in the twelfth century.

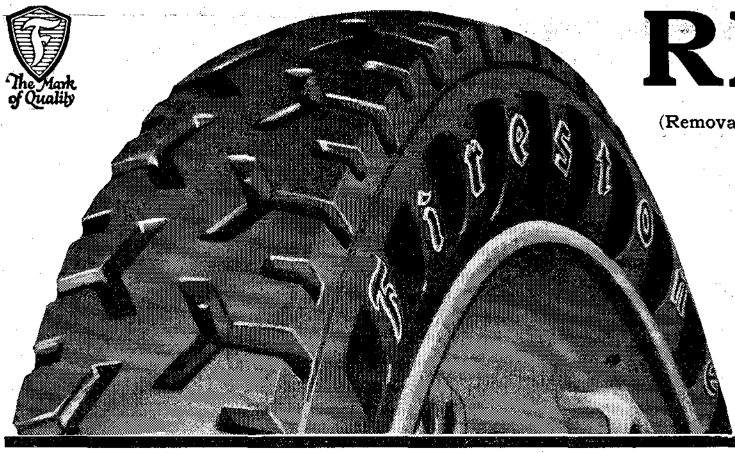
The name *Pogis* has been traced by Baring-Gould to *Pugoys*, and also to *Puchay*, near the historic cathedral city of Evreux, France. In English the name became *Poggis* and *Boggis*. It has been claimed that Ogier Poggys came over with the Conqueror and was given the manor of Beddingfield in Suffolk, and that his descendants assumed the name of Beddingfield, but this descent has been challenged.

On consulting Harrison's "Surnames of the United Kingdom," we find no reference to the name as now spelled, but *Pogg* and *Pogge*, which is traced back to medieval English *Pogge*, a Yorkshire name, from *Pocgu*, an assumed variant of Anglo-Saxon *Pohha*, a pouch or bag.

Examining the *Boggis* form, we find this traced to *Pogg*, which may be derived from any one of the following: (1) *Bogg*, a dweller in a bog; (2) *Boggis*, bogg's son.

**squaw-man.**—"M. B.," Marshall, Tex.—Among the American Indians, a *squaw-man* is "a man who lives and works among the women; also, a white man married to an Indian woman and in possession of tribal rights on that account."

**toward, towards.**—"M. N.," New York City.—The form *towards* is the earlier form of toward, antedating it by about a quarter of a century and dating from 860 or thereabouts. It occurs in Alfred the Great's paraphrase of Boethius's "Consolation" made about 884. In the United States the form *toward* is preferred, in Canada *towards* has the preference.



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is closely connected with her ability to remember accurately the points of her speech, the details of her report, the names and faces of her fellow members. She needs Berol training—it will make her always sure of her facts and give her invaluable self-confidence.

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if he would make any real progress in school. The simple principles of the Berol System will train him to remember infallibly facts and formulae he needs. This is the best kind of preparation for winning success in examinations and for retaining permanently the knowledge gained by study.

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from the platform and feel a hundred or a thousand eyes upon you, where is your speech? Have you every fact and statement where you want it *when* you want it? Only the trained memory can be depended upon to carry a speaker successfully through his address.

# THE SPICE OF LIFE

**A Common Mistake.**—JEAN—"So Tom and you are to be married? Why, I thought it was a mere flirtation."

JOAN—"So did Tom."—*Sydney Bulletin.*

**After the Accident.**—BATTERED MOTORIST (waking up)—"Where am I? Where am I?"

NURSE—"This is number 116."

MOTORIST—"Room or cell?"—*Life.*

**Their Remarkable Appetite.**—SUNDAY-SCHOOL TEACHER—"Robert, who were the Pharisees?"

BOBBY—"The Pharisees were people who fasted in public and in secret devoured widows' houses."
—*Boston Transcript.*

**Shot by the Camera.**—Lucien Guitry, the distinguished French actor, who died in Paris last Sunday, from a photograph taken a few weeks ago.—*New Haven Evening Register.*

**A Hopeless Case.**—FOREMAN—"Say Thompson, that man is doing twice as much as you are."

"Sure! I keep tellin' the poor sap, but you can't learn him nothin'."
—*Judge.*

**Avoid This Failure.**—Locke was recently ordered by Judge Syms to produce records of his personal financial transactions for the past ten years, in order that Treasury Department investigators might determine whether he had violated the law in failing to fake an income-tax return.—*Seattle Post-Intelligencer.*

**Cannibalism at Coney Island.**—When daylight came and the sun woke the sleepers, Surf Avenue was as busy as on an ordinary night. Throngs surged into the restaurants, and after eating those who were not in suits went to the bath-houses to get rooms for the day.—*New York Times.*

**Pity the Blind!**—"My poor fellow," said the lady, "here is a quarter for you. Goodness gracious, it must be dreadful to be lame, but just think how much worse it would be if you were blind."

"Yer right, lady," agreed the beggar, "when I was blind I was always getting counterfeit money."—*Western Christian Advocate.*

**The Newest Antonym.**—A teacher was instructing her class in the use of antonyms. "Now, children," she said, "what is the opposite of sorrow?"

"Joy," shrieked the class in unison.

"What is the opposite of pleasure?"

"Pain."

"And what is the opposite of woe?"

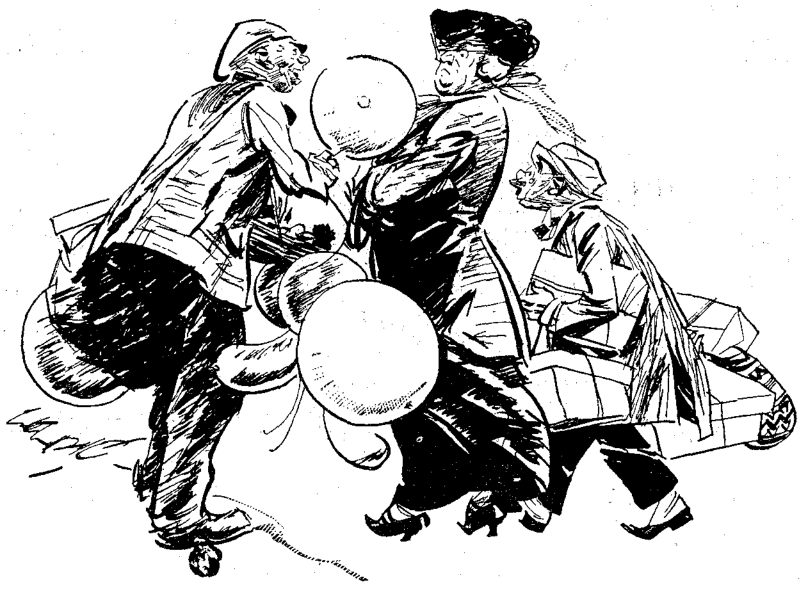
"Giddap."—*The Outlook.*

**The Proper Care of Husbands.**—"So you let your husband carry a latch-key?"

"Oh, just to humor him. He likes to show it to his friends to let them see how independent he is—but it doesn't fit the door!"—*The Passing Show (London).*

**The Return**

I'm broke and tired;
My health's a wreck;
Oh, joyful recreation!
In debt I'm mired
Up to my neck—
I've been on my vacation!
—*American Legion Weekly.*



NEAR-SIGHTED PEDDLER: "Now, mother, what about a balloon for the little fellow?"
—Gilbert Wilkinson in *Passing Show* (London).

**Service Wasted on Him.**—WIFE—"Did you notice the chinchilla coat on the woman sitting in front of us at church this morning?"

HUSBAND—"Er—no. Afraid I was dozing most of the time."

WIFE—"Um! A lot of good the service did you."—*Dublin Freeman's Journal.*

**New Excuse Wanted.**—SAILOR'S WIFE—"So you'll be back in four years, will you?"

SAILOR—"Aye, but I may be a bit late on this trip."

SAILOR'S WIFE—"Well, if you are, don't let's 'ave any of your old excuses about the ship going down an' 'aving to walk 'ome."—*Passing Show.*

**Outdoing Them Both.**—An Englishman and an Irishman lived in a coast town, and both owned boats. One day the Englishman decided to christen his, and on the stern painted: "Henry the Eighth."

"An' wot the divvle will I name mine?" mused the Irishman. Rejecting the suggestion of the others that he call his "George the Fifth," he became suddenly inspired, got out brush and paint and inscribed the legend:

"March th' Seventeenth."—*American Legion Weekly.*

**Science Made Easy.**—CHEMISTRY PROFESSOR—"Name three articles containing starch."

STUDENT—"Two cuffs and a collar."—*The Epworth Herald.*

**Strict Obedience.**—CARPENTER—"Didn't I tell you to notice when the glue boiled over?"

ASSISTANT—"I did. It was a quarter past ten."—*Pearson's Weekly.*

**Strange Resemblance.**—JONES—"Excuse me, sir, are you Sir George Compton-Keen?"

FAMOUS ACTOR—"Yes, I am."

JONES—"I thought you must be—you're so like him."—*Punch.*

**Beginning Right.**—MAIDEN AUNT—"And what brought you to town, Henry?"

HENRY—"Oh, well, I jus' come to see the sights, and I thought that I'd call on you first."
—*New York Medley.*

**Wonderful Behavior.**—"Did you behave in church?" asked an interested relative when Junior returned from the service.

"Course I did," replied Junior. "I heard the lady back of us say she never saw a child behave so."—*Christian Register.*

**Invincible Air.**—"Well, man's conquest of the air is certainly an achievement," said Gushly.

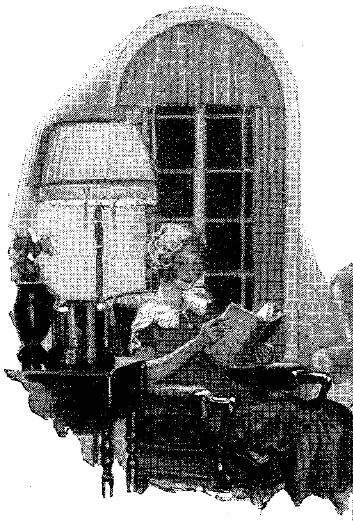
"Yep. I s'pose it is," said his friend, Wetrag, "but the trouble about conquering the atmosphere is that the darned thing doesn't know when it is licked."—*Farm Life.*

**Brazilian English.**—"The American Sellsman is typically of an energy which is to admire in the warmth of the tropics. Of a youthfulness generally he breathes lively and walks springly, searching his customer loyally for the firm his. Yet under the breast of the American sellsman beats the heart warmness, therefore let us give greeting smiles with two hands open to him, crying 'welcome to Brazil, Mister.'"
—*From "English for the Mass," a booklet published at Para.*

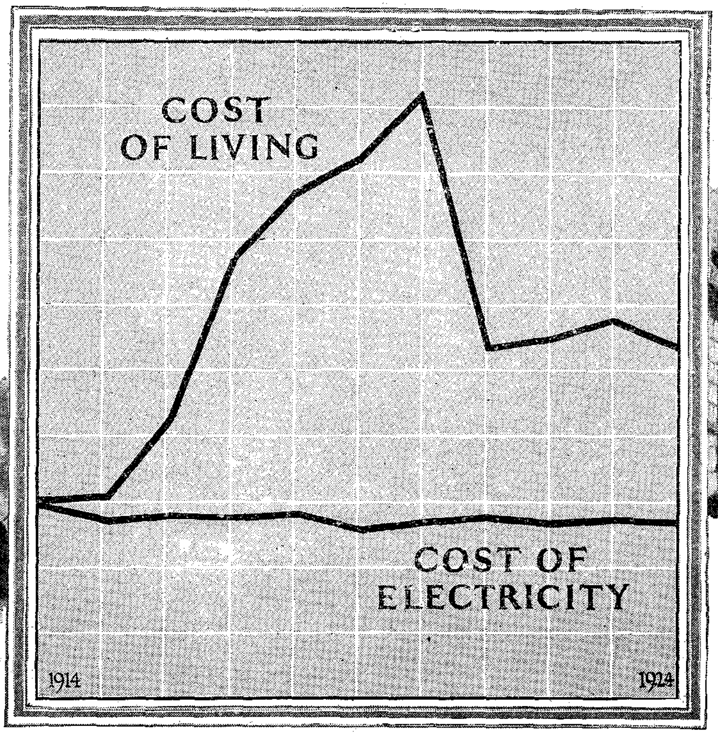
**Not Always to Blame.**—Getting wrong numbers over the telephone is not always the fault of the operator. Faulty enunciation is more often to blame. This incident illustrates one of the difficulties an operator has to overcome in answering calls:

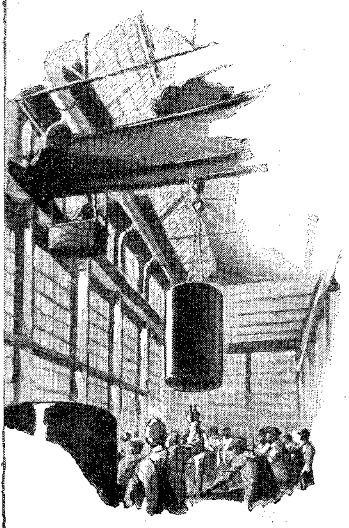
An Englishman speaks over the telephone:

"Yes, this is Mr. 'Arrison. What, you can't 'ear? This is Mr. 'Arrison—haitch, hay, two hars, a hi, a hess, a ho and an hen—'Arrison."—*Telephone Review.*



It is part of the business of electricity to make homes brighter, safer and more livable.





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